CORRIDORS OF INDUSTRIAL OPPORTUNITY

A PLAN FOR INDUSTRY IN CHICAGO

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development
Denise M. Casalino, Commissioner

DRAFT – November 17, 2004

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Prepared by URS Corporation

INTRODUCTION

The Chicago Plan Commission adopted an industrial land use policy in November 1993. This policy is designed to foster the expansion and modernization of Chicago's industrial companies by enhancing the physical environment in which they operate.

The Chicago Plan Commission subsequently approved a set of industrial corridor plans which provide the physical framework for this policy. Ten west side corridor plans were adopted on March 12, 1992, seven north side corridors were adopted on November 10, 1993, and seven south side corridors were adopted on February 25, 1995.

Corridor boundaries took on additional significance with the passage of the Chicago Zoning Ordinance of 2004. Section 17-13-0400 of the new code require that the Plan Commission hold a public hearing on requests to rezone land to a non-industrial district within an industrial corridor and make a recommendation to the City Council before the Council Committee on Zoning's public hearing. An industrial corridor is defined in Section 17-17-0274 as any area that has been designated as a priority area for industrial development and /or retention in a plan approved by the Plan Commission or City Council.

The target area for industrial development has changed since the original plans were adopted by the Commission. Coincidentally, corridor boundaries have become clearer and stronger through a series marketing and development initiatives. This report incorporates these changes and serves as a substitute to the previously adopted plans. Any industrial corridor previously adopted by the Chicago Plan Commission and not referenced in this substitute plan is presumed to be in effect under the originally adopted boundaries.

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INDUSTRIAL CORRIDOR POLICY

Creating and preserving quality jobs for Chicago residents is the primary economic development goal of the City of Chicago. To meet this goal, the City encourages a diversified economy, which provides an array of employment opportunities and can readily adapt to changes in regional and international markets.

A strong manufacturing sector is critical to a diversified economy. Manufacturing often provides high-paying jobs and supports important secondary labor markets. Manufacturing creates wealth in the local economy by adding value to goods, fostering advanced technologies and spurring the development of new industries. The continued strength of the City's industrial base sets Chicago apart from other older industrial centers and calls for unique economic development strategies. The City's industrial land-use policy sets forth a strategy for industrial development that is uniquely urban. It recognizes that the growth of Chicago's economic base will take place in built environments and will be driven largely by the expansion and modernization of existing companies. As such, this policy is the physical backbone of a broad economic development agenda, which includes technology assistance, workforce training and investment incentives.

Chicago's industrial corridors not only constitute the City's primary resource of space for industrial development; they are already home to a large portion of the City's industrial base. The primary goal of the industrial land-use policy is to foster the expansion and modernization of Chicago's industrial companies by providing a place for them to operate and land use stability.

Chicago is a city of industrial neighborhoods. Just as residential communities need appropriate public investment to make them pleasant places in which to live, industrial areas require specific types of improvements to meet constantly evolving needs. Among its many amenities for industry, Chicago must be able to offer safe, functional and attractive places in which to do businesses.

Industrial corridors must be served by well-maintained infrastructure that accommodates modern production and transportation. Corridors must have well-defined boundaries and separation from incompatible activities so that operations are not in conflict with neighboring uses. They must be safe places where employees feel secure and companies do not hesitate to entertain customers. Industrial corridors must be provided with physical amenities, such as attractive streetscapes, trees, signage and gateways, too often overlooked in economic development strategies.

The City has already implemented a number of initiatives to reinvent its industrial areas. Industrial capital improvement dollars are being targeted to corridors to ensure that bridges can accommodate industrial loads, viaducts have adequate clearances and streets are rebuilt to industrial standards. In addition, the industrial street vacation program is turning outdated street patterns into more useful and attractive spaces for companies throughout the city.

The City's industrial corridor policy is supported by the following strategies that incorporate existing programs and new initiatives in a corridor-targeted approach:

A. Create Accessible and Attractive Environments throughout the City's Industrial Corridors.

Corridors are target areas for coordinated private and public investments in the physical environment. The City has three goals in implementing these investments.

1. Provide efficient access to major transportation links and smooth internal traffic circulation.

Most industrial capital improvement dollars are being targeted to corridors to ensure that bridges can accommodate industrial loads, viaducts have adequate clearances and streets are rebuilt to industrial standards. These improvements will remain a priority of the City's Capital Improvement Program. Future improvements will be coordinated through an interdepartmental program to identify and regularly update these industrial infrastructure needs.

2. Facilitate the development of underutilized industrial corridor properties.

The City is committed to modernizing and expanding industrial space available for development in corridors. Current and future development opportunities will be highlighted in the City's Site Assistance Program and in marketing programs to attract, expand and retain industry. Some of these opportunities may be large enough to serve as industrial parks within a corridor.

Development costs are being offset through a variety of public sector initiatives, such as TIF and Class 6B tax incentives. Funding will be continued to finance site development and assist the private sector in developing these sites. On the legislative side, the City is pursuing an aggressive Federal agenda to reduce regulatory and financial barriers to the redevelopment of contaminated industrial sites.

3. Strengthen the physical identity of corridors and provide the range of amenities companies expect to find in a contemporary industrial park environment.

The City will collaborate with community-based agencies funded under the delegate agency program to prepare and implement specific improvement plans focusing on the physical environment of each corridor. Such programs/improvements could include façade rebates, corridor signage and streetscaping efforts. It will also coordinate with CitySpace, an interagency open space plan for the city, to identify amenities in industrial corridors.

B. Assure Stable Land Use within the Corridors through improved Zoning and Land Use Regulation.

The City is committed to assuring that appropriate land use is maintained in industrial corridors. Three actions will be proposed to the City Council to achieve this objective.

1. **Require that proposals for non-industrial development in industrial corridors undergo full review through the planned development process.**

   Rezoning land in a corridor to a non-industrial zoning classification should be avoided. However, in some cases such rezoning may be appropriate. All proposals for rezoning of parcels in industrial corridors from manufacturing to residential, business or commercial uses will require submission of a detailed development plan and approval by the Chicago Plan Commission.

   Approval will be granted only after a determination that the following conditions have been met:

   a) the physical characteristics of the site make it intrinsically unsuitable for industrial development. Physical constraints include irregular site configuration, access barriers and other site-specific issues that, taken together, limit development;

      or

      substantial change in the character of the immediately surrounding area makes industrial redevelopment of the site impractical. Such change would be indicated by adopted plans, pattern of rezoning or the establishment of significant adjoining non-industrial uses;

      or

      the proposed non-industrial development fills an unmet need for a neighborhood service or public facility; and

   b) the proposed non-industrial development will not result in burdensome zoning or other regulatory restrictions on neighboring industries; and

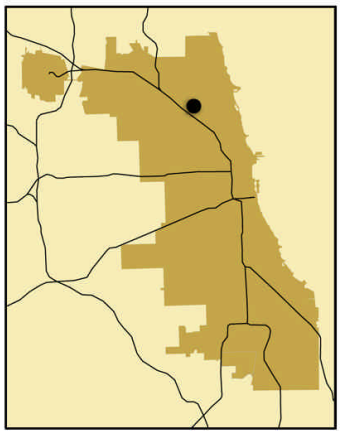
c) traffic to be generated by the development will not exceed existing street capacity (or otherwise be accommodated through specific measures to be taken by the applicant).

2. Update the existing zoning standards for manufacturing districts to bring them in line with the needs of modern industrial development.

The manufacturing classifications in the Chicago Zoning Ordinance have been modified to reflect uses and standards that meet the needs of modern industry and the characteristics of these corridors. The revised classifications will allow non-industrial uses only to the extent that they provide services in support of industrial businesses or otherwise promote the integrity and viability of industrial corridors. It may be necessary to change the zoning within corridors to make it consistent with the type of development projected in specific areas. The Planned Manufacturing District designation process may be the most appropriate mechanism for achieving this goal in certain industrial areas.

Addison Industrial Corridor

Addison Industrial Corridor



LOCATION:

General Location:	Located on the north side of the City, generally bounded by Irving Park Rd on the north, the Chicago River and Whipple St on the west, Campbell and Western Ave on the east, and George St on the south.
Ward(s):	Located within Wards 1, 33, and 47
Community Area (s):	Avondale
Accessibility:	**Interstates.** I-90/94 **Rail.** Not applicable

EXISTING FEATURES:

Size:	240 acres
Number of Businesses:	42
Number of Jobs:	Approx. 3,500
Major Existing Industries:	ComEd, Hu-Friedy, WGN-TV, Mail-Well Envelope, and Williams Electronic Games Inc.
TIF District:	North TIF, expires June 2020

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Not applicable
Infrastructure Investment:	Not applicable
Opportunity Sites:	Four vacant buildings available, totaling approximately 132,250 square feet of building space.

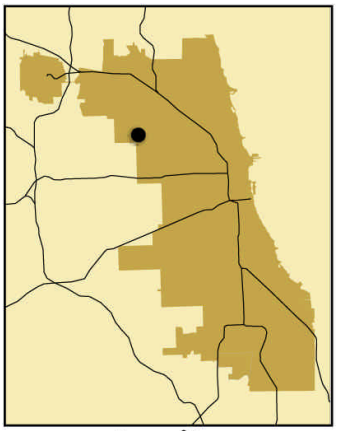
BOUNDARY DESCRIPTION

North Elston Avenue; North Whipple Street; north right of way line of the Chicago & Northwest Railway; West Cornelia Avenue; North Sacramento Avenue; a line that is 43 feet north of the south line of West Cornelia Avenue; east along the last described line to a point that is 131.5 feet east of the east line of North Sacramento Avenue; from the last described point, southeast to a point that is 182.02 feet east of the east line of North Sacramento Avenue and 657.85 feet north of the centerline of West Roscoe Street; from the last described point, east to a point that is 629.09 feet east of the east line of North Sacramento Avenue and 660.94 feet north of the centerline of West Roscoe Street; from the last described point, north to a point on the centerline of West Addison Street that is 627.89 feet east of the east line of North Sacramento Avenue; West Addison Street; the centerline of the North Branch of the Chicago River; first alley next west of and parallel to North Maplewood Avenue; the alley next north of and parallel to West Irving Park Road; North Rockwell Street; West Irving Park Road; a line that is 1278.99 feet west of the west line of North Western Avenue; the centerline of West Byron Street, extended west where no street exists; North Campbell Avenue; West Grace Street; a line 297.23 west of Western Avenue; Waveland Avenue; North Campbell Avenue; West Addison Street; a line that is 247.77 feet east of the east line of North Rockwell Street; a line that is 1032.34 feet south of the south line of West Addison Street; North Rockwell Street; West Melrose Street; North Campbell Avenue; West Belmont Avenue; North Campbell Avenue; the alley next north of and parallel to West Barry Avenue; the alley next west of and parallel to the North Western Avenue Overpass; West Barry Avenue; North Western Avenue Overpass; West George Street; North Campbell Avenue; a line that is 226.55 feet north of and parallel to the centerline of West George Street; the alley next running northwest between North Campbell Avenue and West Wellington Avenue; a line that is 169.03 feet east of and parallel to the east line of North Rockwell Street; West Wellington Avenue; North Rockwell Street; the alley next running northwest between North Rockwell Street and West Nelson Street; the south line of West Nelson Street to a point that is 68.68 feet northeast of the northeasterly line of North Elston Avenue; a line from the last described point to a point on the north line of West Nelson Street that is 98.41 feet northeast of the northeasterly line of North Elston

Avenue; the alley next running north, northwest and north between West Nelson Street and West Barry Avenue; West Barry Avenue; the alley next east of and parallel to North Washtenaw Avenue; West Fletcher Street; North Rockwell Street; West Belmont Avenue; the centerline of the North Branch of the Chicago River; a line that is 681.97 feet north of the north line of West Belmont Avenue; a line that is 268.00 feet east of the east line of North California Avenue; the alley next north of and parallel to West Melrose Street; the alley next east of and parallel to North California Avenue; West Melrose Street; North California Avenue; West Roscoe Street; North Elston Avenue.

Armitage Industrial Corridor

Armitage Industrial Corridor



LOCATION:

General Location:	Located on the northwest side of the City, generally bounded by Fullerton Rd and Dickens Ave on the north, Oak Park Ave on the west, Cortland St and Bloomingdale Ave on the south, and Cicero Ave on the east.
Ward(s):	Located within Wards 29, 31, 36 and 37
Community Area (s):	Austin and Belmont Cragin
Accessibility:	**Interstates.** Approximately 3 miles north of I-290 **Rail.** Canadian Pacific **Truck Routes.** Grand Avenue Class II Truck Route

EXISTING FEATURES:

Size:	407 acres
Number of Businesses:	100
Number of Jobs:	Approx. 4,000
Major Existing Industries:	M&M Mars, Clover Hill Bakery, and Dehler Manufacturing
TIF District:	Armitage/Galewood TIF and Bloomingdale/Laramie TIF, expires June 2022

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

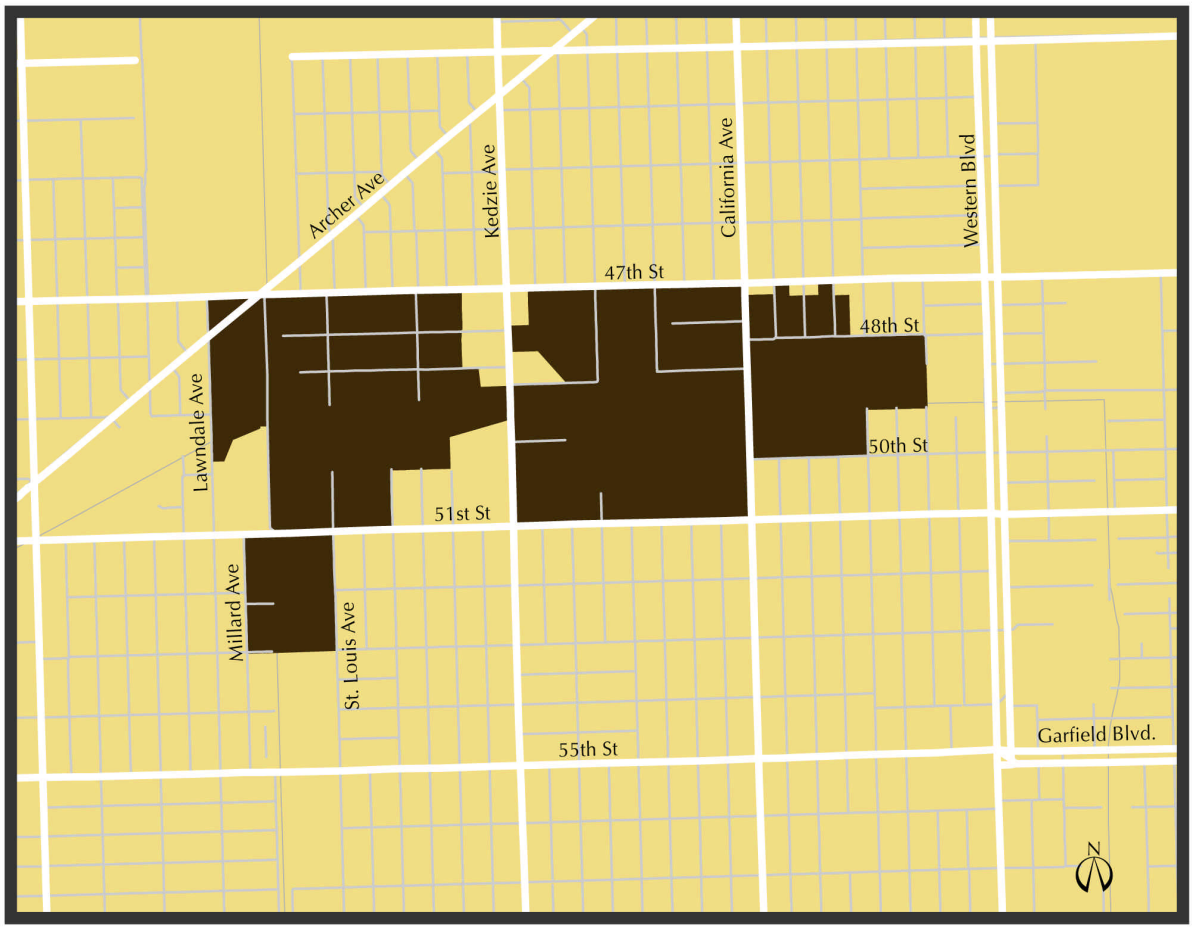
Infrastructure Improvements *(since 1999)**:***	Construction of Central Avenue Overpass.
Infrastructure Investment:	Approximately $22 million since 1999
Opportunity Sites:	Approximately 60 acres of available land/sites

BOUNDARY DESCRIPTION

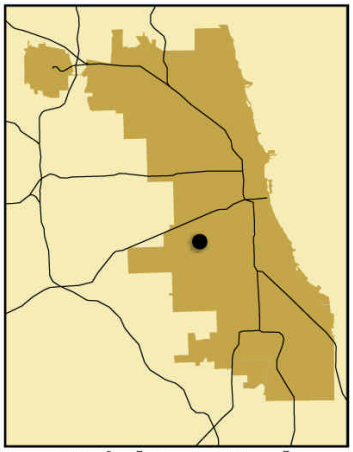
North Oak Park Avenue; the north Right-of-Way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; a line that is 892.80 feet east of the east line of North Oak Park Avenue; a line that is 1573.65 feet south of the south line of West Fullerton Avenue; a line that is 1372.20 feet east of the east line of North Oak Park Avenue; a line drawn northwesterly from a point that is 676.50 feet south of the south line of West Fullerton Avenue and 1372.20 feet east of the east line of North Oak Park Avenue to a point that is 388.06 feet east of the east line of North Normandy Avenue and 556.23 feet south of the south line of West Grand Avenue, measured along the west right-of-way line of the north-south Chicago, Milwaukee, St. Paul and Pacific Railroad; a line that is 556.23 feet south of the south line of West Grand Avenue, measured along the west right-of-way line of the north-south Chicago, Milwaukee, St. Paul and Pacific Railroad; the west right-of-way line of the north-south Chicago, Milwaukee, St. Paul and Pacific Railroad; West Fullerton Avenue; North Natchez Avenue; a line that is 1037.43 feet south of the south line of West Grand Avenue measured along the west line of North Natchez Avenue; a line that is 141.06 feet west of the west line of North Natchez Avenue; a line drawn southeasterly from a point that is 1609.35 feet south of the south line of West Fullerton Avenue, measured perpendicular to said south line, and 141.06 feet west of the west line of North Natchez Avenue to a point that is on the west line of North Natchez Avenue and 1547.65 feet south of the south line of West Grand Avenue, measured along the west line of North Natchez Avenue; the southeasterly extension of the previously described line to the centerline of North Natchez Avenue; North Natchez Avenue; West McLean Avenue; North Narragansett Avenue; West Dickens Avenue; North Mobile Avenue; West Armitage Avenue; the north right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; a line drawn northeast from a point on the north right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad that is 276.53 feet east of the east line of North Mobile Avenue to a point that is 590.95 feet east of the east line of North Mobile Avenue and 336.38 feet south of the south line of West Dickens Avenue; a line drawn easterly from the last described point to a point that is 331.35 feet south of the south line of West Dickens Avenue and on the centerline of North Melvina Avenue if said centerline were extended south where no street exists; North Melvina

Avenue if extended were no street exists; West Dickens Avenue; the alley next west of and parallel to North Major Avenue; the alley next south of and parallel to West Grand Avenue; North Parkside Avenue; West Grand Avenue; West Armitage Avenue; North Lamon Avenue; the alley next south of and parallel to West Armitage Avenue; the alley next west of and parallel to North Lamon Avenue; the alley next south of and parallel to West Armitage Avenue; North Lamon Avenue; West Grand Avenue; a line drawn southwesterly from a point on the south line of West Grand Avenue that is 145.22 feet west of the west line of North Cicero Avenue, measured along the south line of West Grand Avenue, to a point that is 134.99 feet west of the west line of North Cicero Avenue and 104.64 feet southwest of the south line of West Grand Avenue, measured perpendicular to said south line; the alley next west of and parallel to North Cicero Avenue; West Bloomingdale Avenue; North Leclaire Avenue; a line that is 101.04 feet north of the north line of West Bloomingdale Avenue; the alley next west of and parallel to North Leclaire Avenue; the alley next north of and parallel to West Bloomingdale Avenue; North Long Avenue; the alley next north of and parallel to West Cortland Street;
North Central Avenue Overpass; West Bloomingdale Avenue; North Monitor Avenue; West Cortland Street; North Austin Avenue; West Cortland Street and the westerly extension where no street exists; North Nashville Avenue; West Armitage Avenue; North Oak Park Avenue.

Brighton Park Industrial Corridor



Brighton Park Industrial Corridor



LOCATION:

General Location:	Six miles southwest of Loop. Generally bounded by 47th St. on the north, Lawndale/Central Park Ave. on the west, 55th & 51st St. on the south & Western on the west.
Ward(s):	Located within Wards 12 and 14
Community Area (s):	Brighton Park and McKinley Park
Accessibility:	**Interstates.** 1 mile south of I-55. Arterial Streets 47th, 51st, and 55th Streets; Western, California, and Kedzie Avenues all located in or near the corridor. **Rail.** Grand Trunk and BNSF rail run through corridor. Access to nearby intermodal facilities operated by Corwith Yard. CTA's Orange Line runs east/west through the corridor, with the Kedzie stop near 49th St.

EXISTING FEATURES:

Size:	465 acres
Number of Businesses:	55
Number of Jobs:	Approximately 6,000
Major Existing Industries:	RC Cola, World's Finest Chocolate, and Central Steel and Wire
TIF District:	Homan/Grand Trunk TIF, expires December 2016. Stevenson/Brighton TIF Study currently underway.

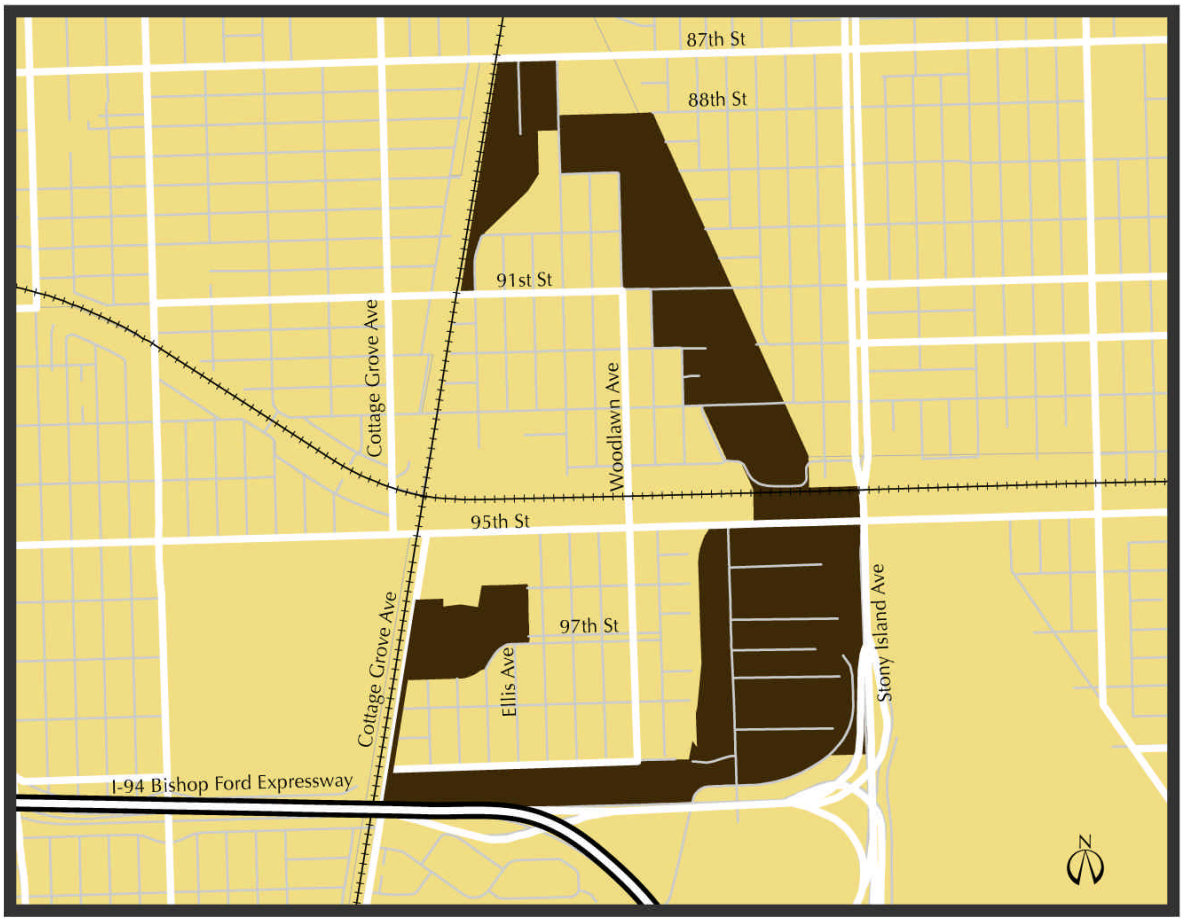
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements (since 1999):	Future reconstruction of W. 48th Place and S. Richmond, Spring 2005
Infrastructure Investment:	Not applicable
Opportunity Sites:	20 acres

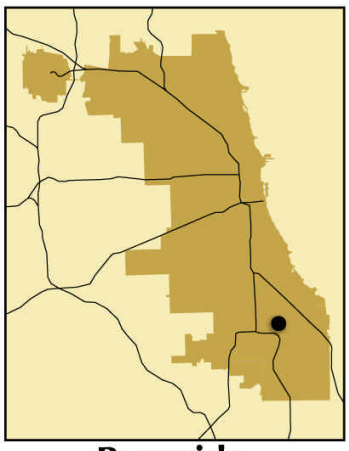
BOUNDARY DESCRIPTION

South Lawndale Avenue; West 47th Street; a line that is 466.12 feet west of the west line of South Kedzie Avenue; West 48th Street; a line that is 345.18 feet west of the west line of South Kedzie Avenue; the north right-of-way line of the CTA Orange Line; the west right-of-way line of the Consolidated Rail Corporation rail line; a line that is 349.14 feet north of the north line of West 48th Place; South Kedzie Avenue; a line that is 376.16 feet south of the south line of West 47th Street; a line that is 207.09 feet east of the east line of South Kedzie Avenue; West 47th Street; South California Avenue; a line that is 108.07 feet south of the south line of West 47th Street; South Fairfield Avenue; West 47th Street; a line that is 134.06 feet west of the west line of South Washtenaw Avenue; the alley next south of and parallel to West 47th Street; a line that is 125.04 feet east of the east line of South Washtenaw Avenue; West 47th Street; South Talman Avenue; the alley next south of and parallel to West 47th Street; the alley next east of and parallel to South Talman Avenue; West 48th Street; South Campbell Avenue; the south right-of-way line of the Grand Trunk Western Railroad; South Rockwell Street; West 50th Street; South California Avenue; West 51st Street; South Kedzie Avenue; along the centerline of South Kedzie Avenue 1204.93 feet to a point; from the last described point, traveling southwest to a point that is 680.29 feet west of the centerline of South Kedzie Avenue and 1024.25 feet north of the centerline of West 51st Street; a line that is 680.29 feet west of the centerline of South Kedzie Avenue; a line that is 671.14 feet north of the centerline of West 51st Street; South Homan Avenue; West 51st Street; South St. Louis Avenue; West 53rd Street and it's extension where no street exists; South Millard Avenue; West 51st Street.

Burnside Industrial Corridor



Burnside Industrial Corridor



LOCATION:

General Location:	Located on the south side of the City, generally bounded by 87th St on the north, the Bishop Ford Expressway on the south, Stony Island Ave on the west, and Cottage Grove Ave on the east.
Ward(s):	Located within Ward 8
Community Area (s):	Burnside
Accessibility:	**Interstates.** Bishop Ford Expressway, access at 95th and Stony Island, and 103rd Street. **Rail.** Norfolk Southern, The Belt Railway, and the Chicago Short Line **Public Transit.** CTA bus lines serve 87th St, 95th St, Stony Island, and Cottage Grove Blvd

EXISTING FEATURES:

Size:	328 acres
Number of Businesses:	17
Number of Jobs:	Approx. 1,500
Major Existing Industries:	Jay Foods, Antek-Madison Plastics, Akers Packaging, and Naylor Pipe Company
TIF District:	Stony Island Avenue Commercial/Burnside Industrial TIF, exp. 2021; Lake Calumet Industrial TIF, exp. 2023

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

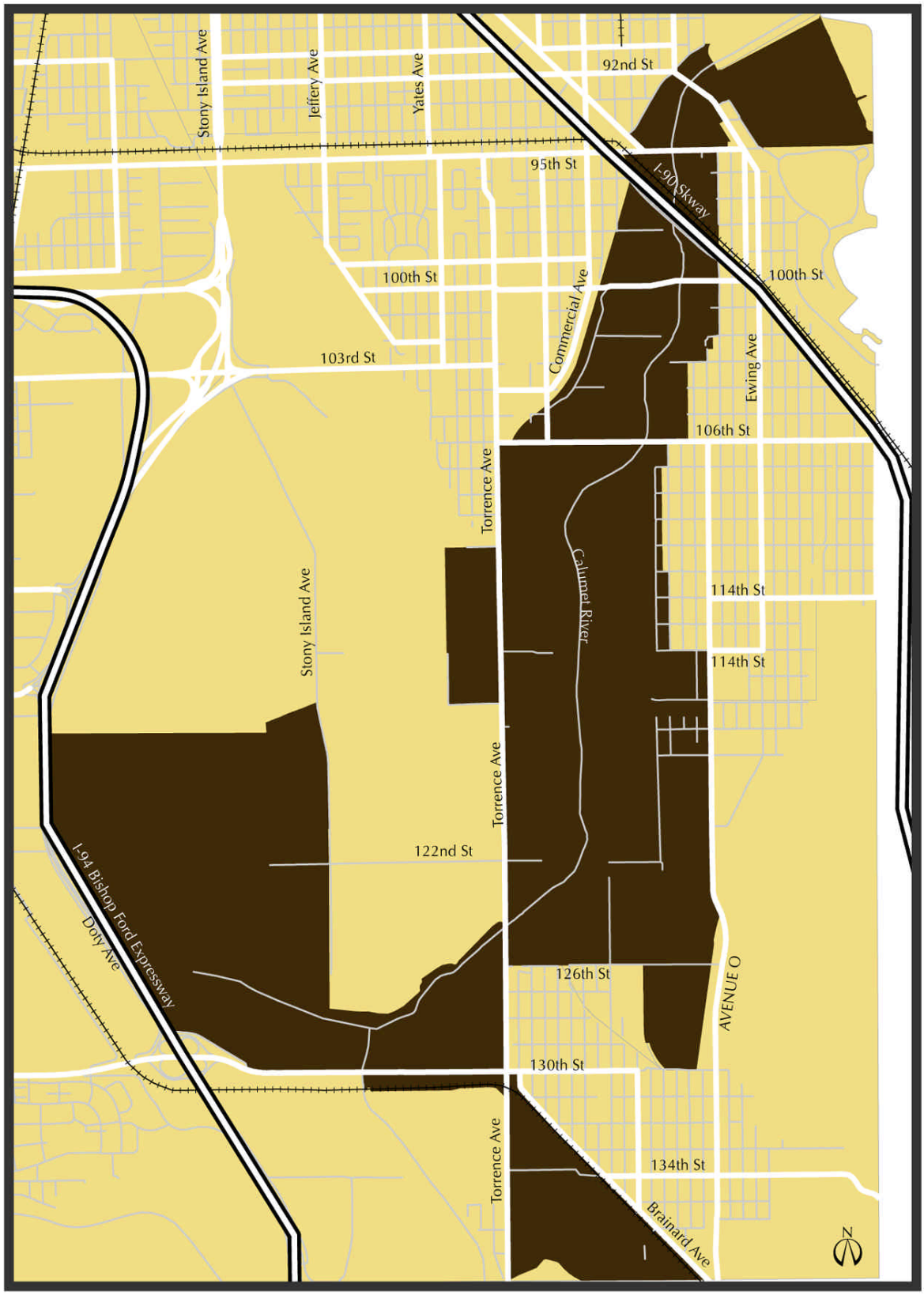
Infrastructure Improvements (since 1999):	Not applicable
Infrastructure Investment:	Not applicable
Opportunity Sites:	An approximate 9 acre site at 93rd and Woodlawn

BOUNDARY DESCRIPTION

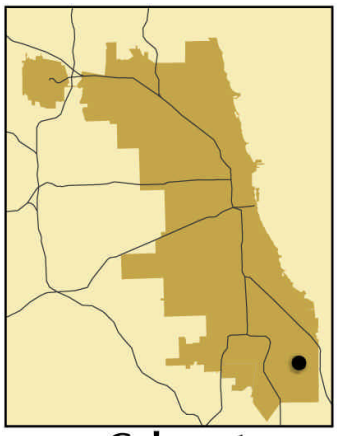
East 87th Street; South Greenwood Avenue; a line that is 633.79 feet south of East 87th Street; the northeast right-of-way line of the New York Chicago and St. Louis Railroad; the north right-of-way line of Chicago and Western Indiana Railroad; South Stony Island Avenue; a line that is East 99th Street extended to the east, where no street exists; South Harper Avenue; East 100th Street; South Woodlawn Avenue; Bishop Ford Expressway; South Cottage Grove Avenue; a line that is 468.21 feet north of the north line of East 97th Street, as measured along the east line of South Cottage Grove Avenue; along the last described line, 287.02 feet from the east line of South Cottage Grove Avenue to a point; from the last described point southwest to a point that is 297.27 feet east of the east line of South Cottage Grove Avenue, measured perpendicular, and 372.36 feet north of the north line of East 97th Street, measured perpendicular; from the last described point northeast to a point that is 490.44 feet east of the east line of South Cottage Grove Avenue, measured perpendicular, and 393.49 feet north of the north line of East 97th Street, measured perpendicular; from the last described point southeast to a point that is 687.06 feet east of the east line of South Cottage Grove Avenue, measured perpendicular, and 356.44 feet north of the north line of East 97th Street, measured perpendicular; from the last described point northeast to a point that is 687.06 feet east of the east line of South Cottage Grove Avenue, measured perpendicular, and 599.39 feet north of the north line of East 97th Street, measured perpendicular; from the last described point east to the alley next west of and parallel to South Dobson Avenue; East 97th Street; South Ingleside Avenue; the alley next south of East 97th Street running between South Ingleside Avenue and South Cottage Grove Avenue; South Cottage Grove Avenue; East 99th Street; Pullman Railroad Company right-of-way; East 95th Street; a line that is 1214.13 feet west of the centerline of South Stony Island Avenue; West line of the New York Central and St. Louis Railroad right-of-way; East 94th Street; South Kenwood Avenue; East 93rd Street; South Kimbark Avenue; East 92nd Street; South Avalon Avenue; East 91st Street; South Woodlawn Avenue; East 89th Street; South Greenwood Avenue; a line that is 799.20 feet south of the south line of East 87th Street; south along a line that is 206.09 feet west of the west line of South Greenwood Avenue, 488.17 feet to a point; from the last described point southwest 231.59 feet to a point that is 339.21 feet west of the west line of South Greenwood Avenue; from the last described

point southwest 698.63 feet to a point on the centerline of East 90th Street that is 207.20 feet west of the west line of South Ellis Avenue; East 90th Street; South Drexel Avenue; East 91st Street; the east right-of-way line of the Illinois Central Gulf Railroad; East 87th Street.

Calumet Industrial Corridor



Calumet Industrial Corridor



Calumet

LOCATION:

General Location:	Located on the far southeast side of the City.
Ward(s):	Located within Ward 10
Community Area (s):	South Deering, East Side and Hegewisch
Accessibility:	**Interstates.** Bishop Ford Expressway, access at 130th St. and the Chicago Skyway, access at 92nd & 104th St. **Rail.** Norfolk Southern, the Belt railway, Indiana Harbor Belt, Chicago Rail Link, Chicago Short Line, & METRA. **Truck.** The Calumet Heavy Truck Route **Water.** Calumet River, Lake Calumet, & Lake Michigan

EXISTING FEATURES:

Size:	4,168 acres
Number of Businesses:	58
Number of Jobs:	Approx. 5,000
Major Existing Industries:	Ford Motor Company, Chicago Manufacturing Campus, LaFarge Midwest, & Arro Corp.
TIF District:	Lake Calumet Industrial TIF, expires 2023; 126th & Torrence TIF, expires 2017

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Road construction: 126th Pl between Torrence & Ave O; 87th St from Ave O to the lakefront; Ave O from 87th St to 93rd St; Harbor Ave from 93rd St to S. Chicago Ave; Chicago Skyway ramps off of 92nd St. Relocation of Torrence between 126th Pl & 130th St.
Infrastructure Investment:	Approximately $200 million
Opportunity Sites:	Approx. four opportunity sites totaling over 400 acres

BOUNDARY DESCRIPTION

East 91st Street and the centerline thereof extended east where no street exists; the northeasterly line of the E. J. & E. R.R. right-of-way; the southeasterly line of the Calumet River; the shoreline of Lake Michigan; East 95th Street and the centerline thereof extended east where no street exists; South Kreiter Avenue; East 93rd Court; South Ewing Avenue; a line 800 feet northwesterly of East 95th Street as measured along the southwesterly line of South Ewing Avenue and perpendicular thereto; the alley next southwesterly of and parallel to South Ewing Avenue and the centerline of said alley extended where no alley exists; the alley next north of and parallel to West 95th Street; a line 550 feet east of and parallel to South Avenue O; East 95th Street; South Avenue N; East 102nd Street; South Avenue O; East 103rd Street; a line 121 feet west of and parallel to South Green Bay Road; East 106th Street; the southeasterly line of the C. R. R.R. right-of-way; South Burley Avenue; East 114th Street; South Avenue O; the southeasterly line of the Pennsylvania R.R. right-of-way; East 130th Street; the southwesterly line of the Pennsylvania R.R. right-of-way; South Brandon Avenue; East 129th Street; the west line of the Pennsylvania R.R. right-of-way; East 126th Street; South Torrence Avenue; East 130th Street; the east line of the C.&W.I. R.R. right-of-way; the northeasterly line of the K.&E. R.R. right-of-way; a line 365.4 feet south of East 130th Street as measured along the west line of South Saginaw Avenue and perpendicular thereto; South Brainard Avenue; the centerline of East 138th Street extended east where no street exists (city limits); the centerline of the Grand Calumet River; South Torrence Avenue; the southwesterly line of the N.Y.C. & St. L. R.R. right-of-way; the south line of the K. & E. R.R. right-of-way; the westerly line of the Calumet River; the southwesterly line of the Entrance Channel of Lake Calumet Harbor; South Stony Island Avenue; East 130th Street; South Doty Avenue (east); the eastward extension of the centerline of East 117th Street where no street exists; the southeasterly line of Slip Number 8 of the Lake Calumet Anchorage Basin; a line beginning at a point, 1,340 feet southwesterly of the west line of South Stony Island Avenue as measured along the southeasterly line of said Slip Number 8 and said line extended northeasterly and ending at a point 720 feet southwesterly of the easterly line of Slip Number 6 of the Lake Calumet Anchorage Basin

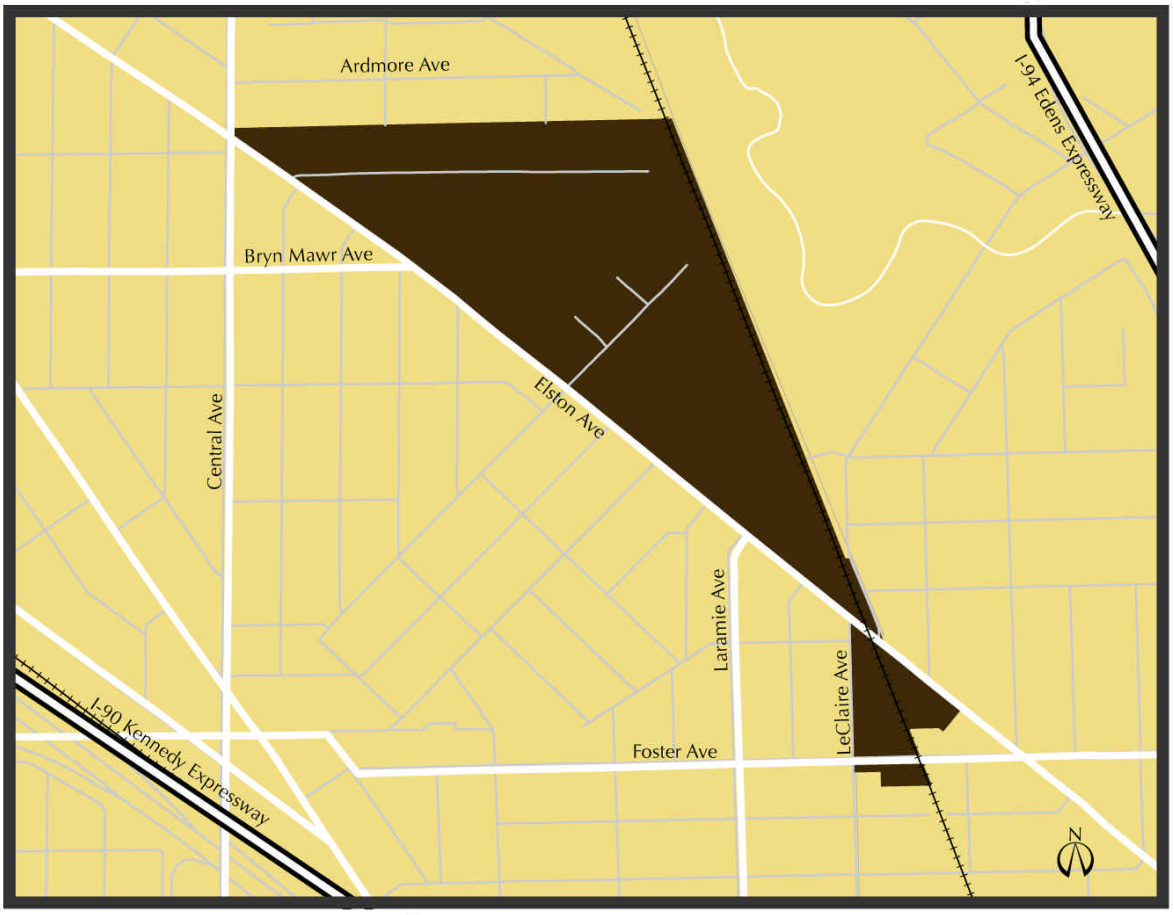
as measured along the northwesterly line of said Slip Number 6; the northwesterly line of said Slip Number 6; the easterly line of said Slip Number 6; the southeasterly line of said Slip Number 6; a line beginning at a point 913.2 feet southwesterly of the easterly line of said Slip Number 6 as measured along the southeasterly line of said Slip Number 6 and ending at a point 1,330.7 feet southwesterly of the west line of South Stony Island Avenue as measured along the northwesterly line of Slip Number 4 of the Lake Calumet Anchorage Basin and said line extended northeasterly; the northwesterly line of said Slip Number 4 and said line extended northeasterly; South Stony Island Avenue; a line 300 feet southeasterly of and parallel to the southeasterly line of Slip Number 2 of the Lake Calumet Anchorage Basin and said line extended northeasterly; the easterly line of the Lake Calumet Anchorage Basin; the northeasterly line of the Entrance Channel of the Lake Calumet Anchorage Basin; the northerly line of Turning Basin Number 5 of the Calumet River; the northwesterly line of the Calumet River; South Torrence Avenue; East 116th Street; the west line of the N.Y.C. & St. L. R.R. right-of-way; East 110th Street and the centerline thereof extended west where no street exists; South Torrence Avenue; East 106th Street; the northwesterly line of the Pennsylvania R.R. right-of-way; East 95th Street; South Chicago Avenue; South Harbor Avenue; and South Avenue O.

Excluding the area defined as Manufacturing Planned Development Number 804, described as follows:

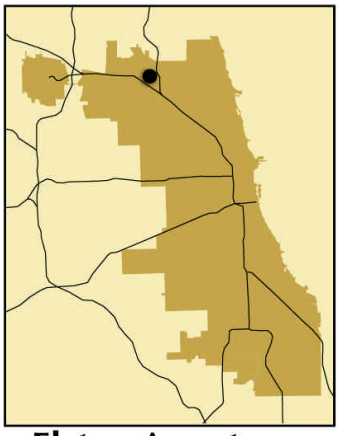
the Calumet River to a point 503 feet south of East 122nd Street and 780 feet west of South Carondolet Avenue; a line from the last described point traveling southeasterly, a distance of 655.14 feet to a point 1,155 feet south of East 122nd Street and 653.57 feet west of South Carondolet Avenue; a line from the last described point 645 feet south of East 122nd Street; a line 415.86 feet west of South Carondolet Avenue; a line 1,305.42 feet south of East 122nd Street; South Carondolet Avenue; a line 855.52 feet north of East 126th Street or the line thereof extended where no street exists; a line 408.65 feet east of South Carondolet Avenue; a line 916.23 feet north of East 126th Street; the west line of the South Chicago and Southern Railroad right-of-way; East 126th Street; South Houston Avenue; a line 117.90 feet south of East 126th Street; the alley next west of South Houston Avenue; a line 157.90 feet south of East 126th Street; South Houston Avenue; a line 197.90 feet south of East 126th Street; the alley next west of South Houston Avenue; a line 147.02 feet south of East 126th Street; the north line of East 126th Street to a point

660.56 feet west of South Carondolet Avenue; and a line from the last described point traveling northwesterly a distance of 1,985.52 feet to the point of the beginning, and a line 850 feet south of East 122nd Street; a line 200 feet west of South Avenue O, as measured along the south line of East 122nd Street; a line 315 feet south of East 122nd Street; South Avenue O; the west line of the Pennsylvania Railroad right-of-way to a point thereon 245.07 feet south of the East 126th Street or the line thereof extended where no street exists; a line from the last described point traveling northwesterly a distance of 1,206.18 feet to a point 242.48 feet south of East 126th Street or the line thereof extended where no street exists; South Burley Avenue; a line 209.48 feet south of East 126th Street on the line thereof extended where no street exists; South Brandon Avenue; a line 33 feet north of East 126th Street or the line thereof extended where no street exists; the east line of the South Chicago and Southern Railroad right-of-way to the point of the beginning.

Elston/Armstrong Industrial Corridor



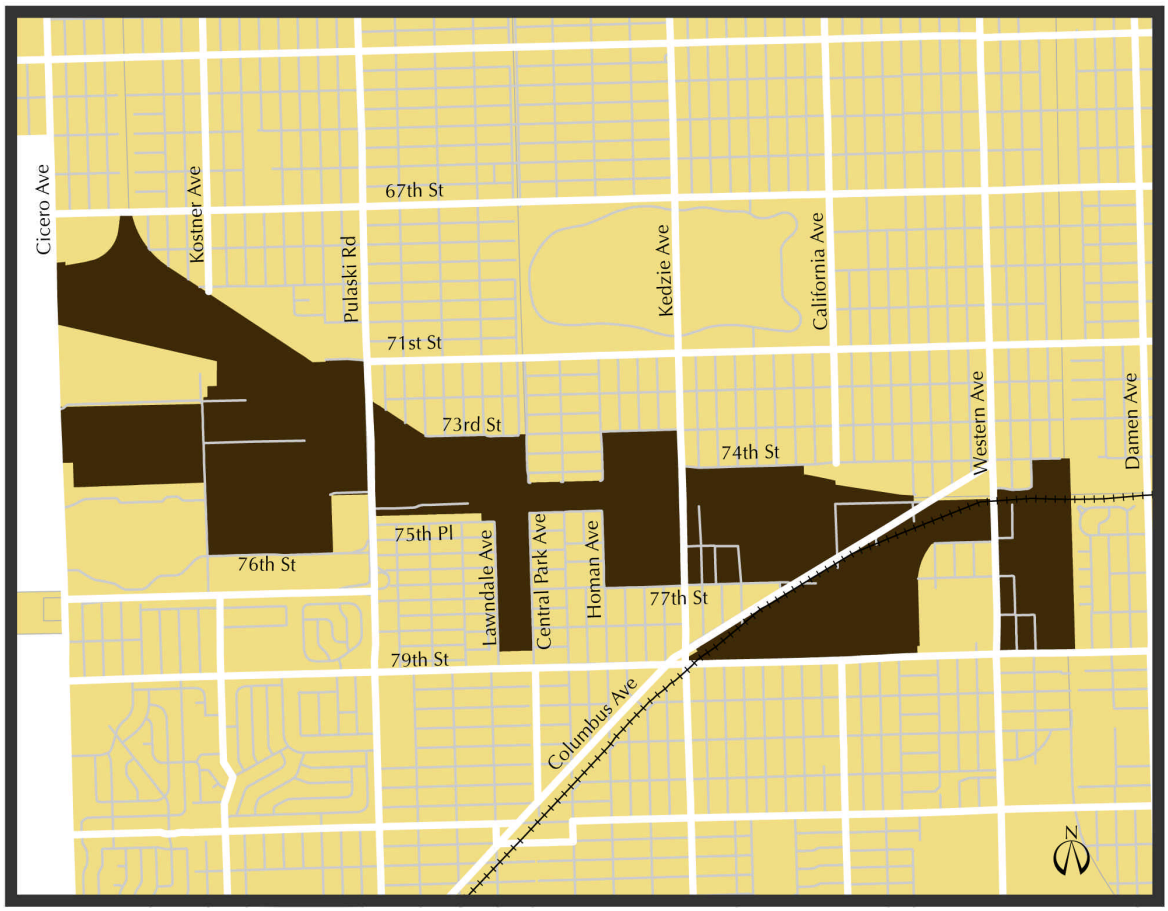
Elston/Armstrong Industrial Corridor



	LOCATION:
General Location:	Located on the north side of the City, generally bounded by Seminole Ave. on the north, Elston Ave on the west, Foster Ave on the south, and the Union Pacific Rail Line on the east.
Ward(s):	Located within Ward 45
Community Area (s):	Jefferson Park
Accessibility:	**Interstates.** Approximately 0.5 mile from I-94 and less than one mile from I-90 via Foster Ave **Rail.** Adjacent to Union Pacific Rail Line
	EXISTING FEATURES:
Size:	93 acres
Number of Businesses:	39
Number of Jobs:	Approx. 1,070
Major Existing Industries:	Switchcraft, RS Owens & Company, Advance Ambulance, and Sports Award Company
TIF District:	Not applicable
	RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:
Infrastructure Improvements *(since 1999)**:***	Not applicable
Infrastructure Investment:	Not applicable
Opportunity Sites:	A total of two opportunity development sites, totaling approximately 12 acres.

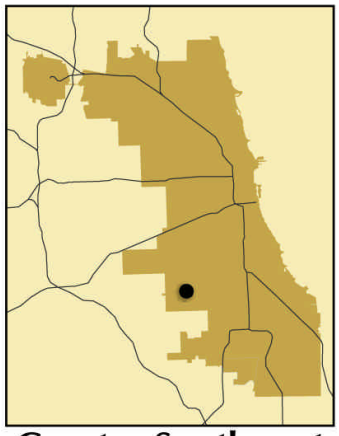
BOUNDARY DESCRIPTION

North Central Avenue; a line that is 225.72 feet south of and parallel to the south line of West Ardmore Avenue; the Chicago, Milwaukee, St. Paul and Pacific Railroad; a line that is 164 feet south of the south line of West Balmoral Avenue; North Forest Glen Avenue; North Elston Avenue; a line that perpendicular to North Elston Avenue and 327.30 feet northwest of the north line of West Foster Avenue, a measured along the south line of North Elston Avenue; the alley next southwest of and perpendicular to North Elston Avenue; the alley next north of and parallel to West Foster Avenue; the Chicago, Milwaukee, St. Paul and Pacific Railroad; the alley next south of and parallel to West Foster Avenue; a line that is 125 feet east the east line of North Leclaire Avenue; a line that is 50.4 feet south of the south line of West Foster Avenue; North Leclaire Avenue; North Elston Avenue; North Central Avenue.



Greater Southwest

Greater Southwest Industrial Corridor



Greater Southwest

LOCATION:

General Location:	Located on the far southwest side of the City, generally bounded by Marquette Ave, 73rd and 74th Streets on the north, Cicero Ave on the west, 74th, 76th, and 79th Streets on the south, and Leavitt on the east.
Ward(s):	Located within Wards 13 and 18
Community Area (s):	West Lawn, Chicago Lawn, West Englewood, Ashburn, and Auburn Gresham
Accessibility:	**Interstates.** Approximately 5 miles south of I-55. **Rail.** The Belt Railway **Truck.** Major arterials: Cicero Ave and Western Ave

EXISTING FEATURES:

Size:	1,062 acres
Number of Businesses:	35
Number of Jobs:	Approx. 5,900
Major Existing Industries:	Kraft Foods, Tootsie Roll Industries, Cintas Corp., Morand Bros Beverage Co, Lapham-Hickey Steel Corp.
TIF District:	Greater Southwest (West) TIF, expires 2024; 72nd & Cicero TIF, expires 2024; Greater Southwest (East), expires 2023; and 73rd & Kedzie, expires 2024

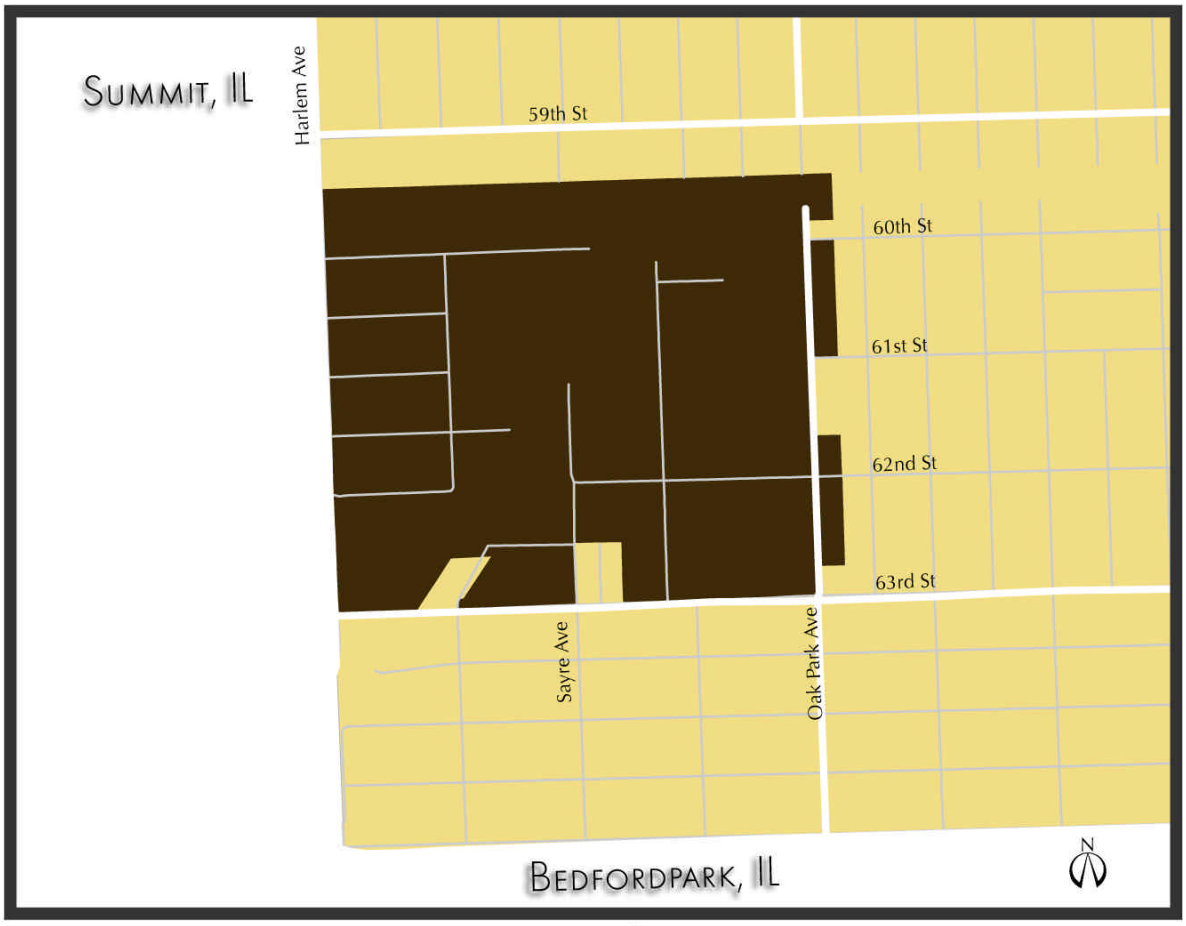
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements	Road construction: 76th St. from Pulaski to Kostner.
(since 1999):	Planter medians: 72nd St. and Cicero Ave. St.
Infrastructure Investment:	Approximately $4.6 million since 1999
Opportunity Sites:	Approximately 600 acres of available land/buildings

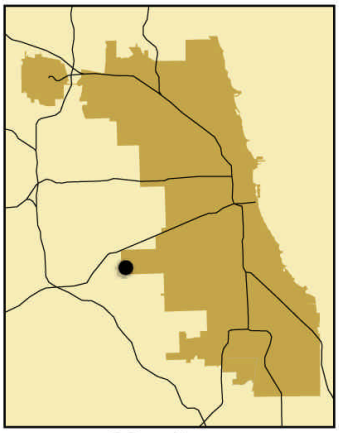
BOUNDARY DESCRIPTION

South Cicero Avenue; Belt Railroad of Chicago; West Marquette Road; Belt Railroad of Chicago; West 71st Street; South Pulaski Road; Belt Railroad of Chicago; West 73rd Street; South Central Park Avenue; the alley next south of and parallel to West 74th Street; South Homan Avenue; West 73rd Street; South Kedzie Avenue; West 74th Street; a line that is 529.88 feet west of the centerline of South California Avenue; a line that is 190.07 feet south of the centerline of West 74th Street; along the last described line, 28.81 feet to a point; from the last described point, traveling southeasterly a distance of 516.56 feet to a point that is 315.57 feet south of the centerline of West 74th Street; the centerline of South California Avenue extended where no street exists, to a point that is 380.38 feet south of the centerline of West 74th Street; from the last described point, traveling southeasterly a distance of 1353.30 feet to the centerline of South Rockwell Street; South Rockwell Street; Chicago & Western Indiana Belt Railroad; South Western Avenue; West 75th Street; South Oakley Avenue; West 74th Street; Pittsburg Cincinnati & St. Louis Railroad; West 79th Street; South Western Avenue; West 76th Street; B & O CT Railroad; South Rockwell Avenue; West 79th Street; the northwesterly line of the Wabash Railroad right-of-way; a line 125 feet northeasterly of South Kedzie Avenue as measured along the southeasterly line of South Columbus Avenue and perpendicular thereto; West Columbus Avenue; South Richmond Street; West 77th Street; South Homan Avenue; West 75th Street; South Central Park Avenue; a line that is 231 feet north of the north line of West 79th Street; South Lawndale Avenue; West 75th Place; a line that is 250 feet west of the east line of South Lawndale Avenue; a line that is 121 feet north of the north line of West 75th Place; South Pulaski Road; a line 382.63 feet north of the north line of the vacated West 75th Street right-of-way; a line 646.06 feet west of the centerline of South Pulaski Road; a line 619.97 feet south of and parallel to the south line of the vacated West 75th Street right-of-way; a line 1,972.77 feet west of and parallel to the centerline of South Pulaski Road; a line 857.39 feet north of and parallel to West 77th Place; a line 2,622.61 feet west of and parallel to the centerline of South Pulaski Road; a line 854.55 feet north of and parallel to West 77th Place; South Kostner Avenue and the centerline thereof if extended where no street exists; a line 2,328.89 feet north of West 77th Place; a line that is 250.37 feet east of the centerline of South

Cicero Avenue; a line that is 926.05 feet south of West 72nd Street: South Cicero Avenue; West 72nd Street; a line 1082.67 feet east of the east line of South Cicero Avenue; a line 79.84 feet north of the north line of West 72nd Street; a line 1116.52 feet east of the east line of South Cicero Avenue; a line 150.67 feet north of the north line of West 72nd Street; a line 1178.07 feet east of the east line of South Cicero Avenue; a line 257.50 feet north of the north line of West 72nd Street; a line 1351.97 feet east of the east line of South Cicero Avenue; and the southwesterly right-of-way line of the Belt Railroad of Chicago.


SUMMIT, IL
Harlem Ave
59th St
60th St
61st St
62nd St
63rd St
Sayre Ave
Oak Park Ave
BEDFORDPARK, IL
N

Harlem Industrial Corridor



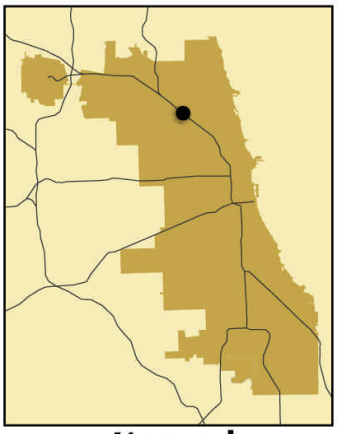
	LOCATION:
General Location:	Located on the southwest side of the City, generally bounded by Indiana Harbor Belt Railway on the north, Harlem Ave on the west, 63rd St on the south, and Oak Park Ave on the east.
Ward(s):	Located within Ward 23
Community Area (s):	Clearing
Accessibility:	**Arterials.** Harlem Ave and 63rd St.
	EXISTING FEATURES:
Size:	151 acres
Number of Businesses:	34
Number of Jobs:	Approx. 1,650
Major Existing Industries:	Suntory Water Group Inc., Daily Southtown, International Paper, G E Mathis Co, Spring Air Co.
TIF District:	Not applicable
	RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:
Infrastructure Improvements *(since 1999)**:***	Not applicable
Infrastructure Investment:	$750,000
Opportunity Sites:	Approximately 10 acres of available land/buildings.

BOUNDARY DESCRIPTION

South Harlem Avenue; north right-of-way line of the Indiana Harbor Belt Railroad; the alley next east of and parallel to South Oak Park Avenue and the centerline thereof extended north where no alley exists; a line 75 feet north of and parallel to West 60th Street; South Oak Park Avenue; West 60th Street; the alley next east of and parallel to South Oak Park Avenue; West 61st Street; South Oak Park Avenue; a line 200.62 feet north of and parallel to West 62nd Street; the alley next east of and parallel to South Oak Park Avenue; the alley next north of and parallel to West 63rd Street; South Oak Park Avenue; West 63rd Street; a line 227 feet west of and parallel to South New England Avenue; a line 310.55 feet north of and parallel to West 63rd Street; South Sayre Avenue; West 63rd Street; South Gullikson Road; a line 315.83 feet north of and parallel to West 63rd Street as measured along the northwesterly line of South Gullikson Road; the southeasterly right-of-way line of the Belt Railway Company ; and West 63rd Street.

Kennedy Industrial Corridor

Kennedy Industrial Corridor



LOCATION:

General Location:	Located on the northwest side of the City, generally bounded by Addison Ave on the north, I-90/94 on the south and west, and Kedzie Ave on the east.
Ward(s):	Located in the 35th Ward
Community Area (s):	Irving Park and Avondale
Accessibility:	**Interstates.** Access to I-90/94 at Addison & Belmont **Rail.** METRA and CTA Blue Line

EXISTING FEATURES:

Size:	84 acres
Number of Businesses:	34
Number of Jobs:	Approximately 1,600
Major Existing Industries:	Federal Mogul Driveline Products; ITT McDonnell & Miller; KL Industries; Novak Construction; and Xpedx
TIF District:	Not applicable

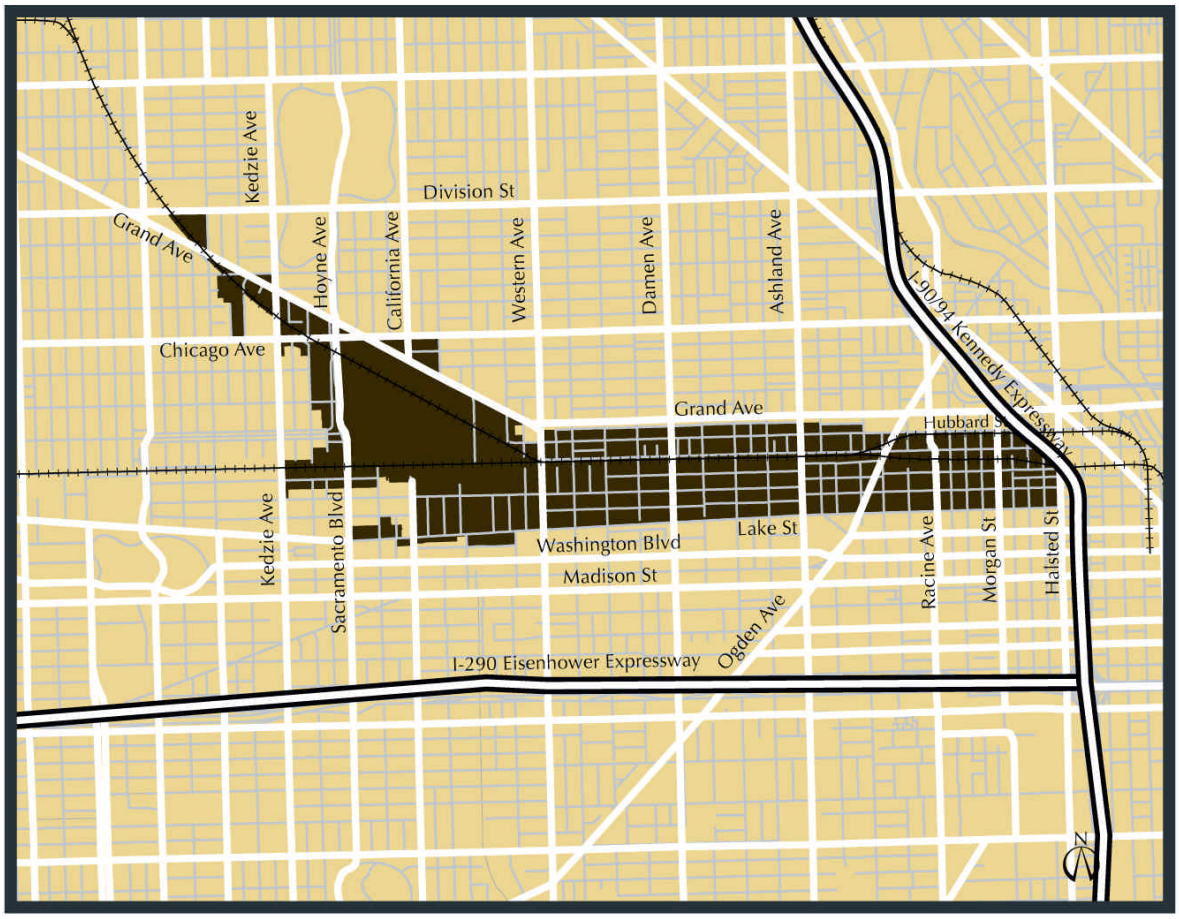
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Improved viaduct clearances at Kimball Ave and the Metra line; Kedzie Ave at Belmont Ave. Street repavement on Kedzie Ave and Addision Ave between Elston and Kimball Ave.
Infrastructure Investment:	Approximately $7 million estimated since 1999
Opportunity Sites:	Two development opportunity sites totaling 1.5 acres

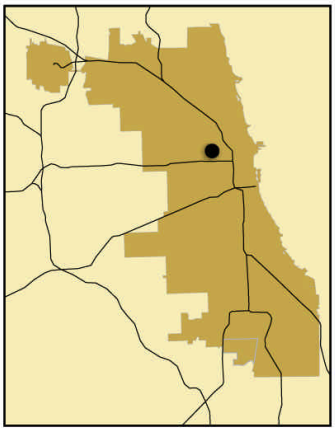
BOUNDARY DESCRIPTION

North Central Park Avenue; Chicago and North Western Railroad; West Eddy Street; a line that is 426.20 feet east of the east line of North Central Park Avenue; from the last described line, south from the centerline of West Eddy Street 35.01 feet to a point; from the last described point, southeast 166.40 feet to a point that is 435.16 feet south of the south line of West Addison Street; from the last described point, east 42.11 feet to a point that is 257.02 feet northeast of the northeast right-of-way line of the Chicago and North Western Railroad, measured perpendicular; from the last described point southeast 64.90 feet to a point that is 260.54 feet northeast of the northeast right-of-way line of the Chicago and North Western Railroad, measured perpendicular; from the last described point east 210.06 feet to a point that is 390.35 feet northeast of the northeast right-of-way line of the Chicago and North Western Railroad, measured perpendicular; from the last described point north 90.05 feet to a point that is 460.62 feet northeast of the northeast right-of-way line of the Chicago and North Western Railroad, measured perpendicular; from the last described point east 62.01 feet to a line that is 337.12 feet west of the west line of North Kimball Avenue; from the last described point along a line that is 337.12 feet west of the west line of North Kimball Avenue, 381.16 feet to the centerline of West Addison Street; West Addison Street; North Spaulding Avenue; a line that is 342.45 feet south of the south line of West Addison Street; a line that is 140.09 feet east of the east line of North Spaulding Avenue; south along the last described line 150.00 feet to a point that is 347.81 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point southeast 27.70 feet to a point that is 327.79 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point southwest 63.25 feet to a point that is 349.46 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point southwest 77.08 feet to a point that is 381.43 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point southwest 190.77 feet to a point that is 479.60 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 25.61 feet to a point that is 463.11 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last

described point northeast 38.21 feet to a point that is 436.42 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 37.64 feet to a point that is 406.83 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 37.44 feet to a point that is 375.32 feet west of the west line of North Kedzie Avenue, measured perpendicular from the last described point northeast 37.12 feet to a point that is 341.91 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 37.70 feet to a point that is 306.58 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 37.36 feet to a point that is 270.34 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 37.48 feet to a point that is 233.20 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point northeast 37.05 feet to a point that is 196.16 feet west of the west line of North Kedzie Avenue, measured perpendicular; from the last described point east 228.27 feet to a point on the centerline of North Kedzie Avenue that is 663.04 feet south of the south line of West Addison Street; the centerline of North Kedzie Avenue; the outbound North Kimball Avenue exit ramp of the Kennedy Expressway; North Kimball Avenue; West Henderson Street; North Drake Avenue; North Avondale Avenue; North Central Park Avenue.


Kedzie Ave
Division St
Grand Ave
Hoyne Ave
California Ave
Western Ave
Damen Ave
Ashland Ave
I-90/94 Kennedy Expressway
Chicago Ave
Grand Ave
Hubbard St
Kedzie Ave
Sacramento Blvd
Washington Blvd
Lake St
Madison St
Racine Ave
Morgan St
Halsted St
I-290 Eisenhower Expressway
Ogden Ave
N

Kinzie Industrial Corridor



Kinzie

LOCATION:

General Location:	Located directly west of the Loop. Generally bounded by Grand Ave and Ferdinand on the north, Kedzie on the west, Halsted on the east, and Lake St on the south.
Ward(s):	Located within Wards 2, 26, and 27
Community Area (s):	East Garfield Park, Humboldt Park, Near West Side, and West Town
Accessibility:	**Interstates.** I-90/94. **Rail.** Union Pacific **Public Transit.** CTA Green line stations along Lake St. at Ashland, California, and Kedzie Ave. METRA Station at Artesian.

EXISTING FEATURES:

Size:	830 acres
Number of Businesses:	500
Number of Jobs:	Approx. 16,500
Major Existing Industries:	Lakewood Engineering, Goose Island Brewery, Fantasy Diamond, and Intelligentsia Coffee
TIF District:	Kinzie Industrial Corridor TIF, expires 2021; Division/Homan TIF, expires 2021

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

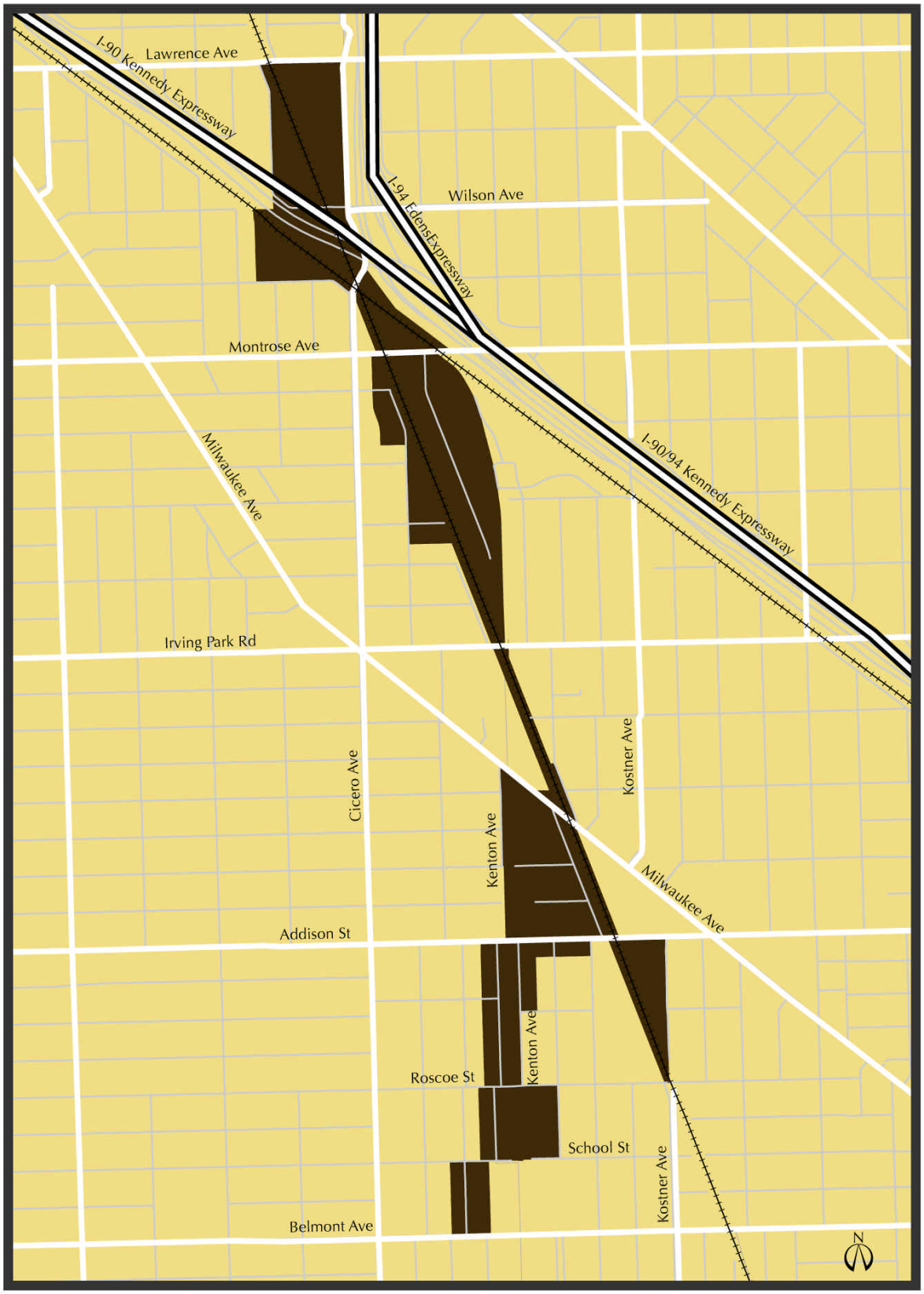
Infrastructure Improvements *(since 1999)**:***	Viaduct clearances, traffic light signalization, streetscaping, street resurfacing, and street reconstruction.
Infrastructure Investment:	Approximately $25 million since 1999
Opportunity Sites:	Approximately 50 acres of available land/building sites.

BOUNDARY DESCRIPTION

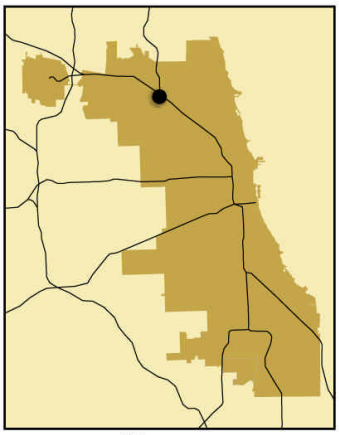
West Division Street; North Homan Avenue; West Grand Avenue; West Augusta Boulevard; North Kedzie Avenue; West Grand Avenue; West Chicago Avenue; North Washtenaw Avenue; West Grand Avenue; North Artesian Avenue; the alley next south of West Grand Avenue and parallel to West Hubbard Street; the alley next west of and parallel to North Artesian Avenue; the alley next north of and parallel to West Hubbard Street; North Artesian Avenue; West Hubbard Street; North Western Avenue; the alley next south of and parallel to West Grand Avenue; continuing east, West Ferdinand Street; North Armour Street; West Ferdinand Street; North Noble Street; West Hubbard Street; the west right-of-way line of the Kennedy Expressway; North Halsted Street; West Lake Street; North Campbell Avenue; West Maypole Avenue; North Talman Street; West Lake Street; a line that is 173.29 feet west of the west line of North Talman Street; the alley next south of and parallel to West Lake Street; North California Avenue; the alley next south of and parallel to West Lake Street; North Mozart Street; West Lake Street; North Sacramento Avenue; the alley next south of and parallel to West Walnut Street; North Francisco Avenue; West Walnut Street; the alley next east of and parallel to North Francisco Avenue; the alley next south of and parallel to West Walnut Street; the alley next west of and parallel to North California Avenue; a line that is 185.00 feet west of and parallel to the west line of North California Avenue; West Lake Street; North California Avenue; a line that is 272.10 feet north of the north line of West Fulton Street; the alley next west of and parallel to North California Avenue; a line that is 213.15 feet south of the south line of C & NW Railway; along the last described line west 10 feet to a point; from the last described point, south 55.04 feet to a point; from the last described point, west 38.01 feet to a point; from the last described point, north 19.03 feet to a point; from the last described point, west 6 feet to a point; from the last described point, north 67.07 feet to a point; from the last described point, southwest 73.76 feet to a point on a line that is 196.12 feet south of the south line of C & NW Railway.; from the last described point, west 64.07 feet to the east line of North Francisco Avenue; North Francisco Avenue; the alley next north of and parallel to West Fulton Street; a line that is 133.37 feet east of and parallel to the east line of North Kedzie Avenue; West Fulton Street; North Kedzie Avenue; a line that is 100 feet north of the north line of West Kinzie Street; North Albany Avenue; the alley next south of West Franklin Boulevard; North Whipple Street; the

north line of West Franklin Boulevard; a line that is 199.10 feet east of the east line of North Albany Avenue; the alley next north of and parallel to West Franklin Boulevard; the alley next east and parallel to North Albany Avenue; the alley next south of and parallel to West Ohio Street; North Albany Avenue; a line that is 251.90 feet north of the north line of West Huron Street; the alley next west of and southwest of and parallel to North Albany Avenue; the alley next south of and parallel to West Chicago Avenue; the alley next east of and parallel to North Kedzie Avenue; a line that is 341 feet south of the south line of West Chicago Avenue; North Kedzie Avenue; the south right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; North Spaulding Avenue; West Chicago Avenue; North Christiana Avenue; a line that is 703.34 feet north of the north line of West Chicago Avenue; the alley next west of and parallel to North Christiana Avenue; the alley next south of and parallel to West Walton Street; the alley next east of and parallel to North Homan Avenue; West Augusta Boulevard; the west right-of-way of the Chicago, Milwaukee, St. Paul and Pacific Railroad; West Division Street.

Knox Industrial Corridor



Knox Industrial Corridor



LOCATION:

General Location:	Located on the northwest side of the City, generally bounded by Lawrence Ave on the north, Belmont Ave on the south, Lamon Ave, rail lines and Kenton Ave on the west, and Cicero Ave and the rail lines on the east.
Ward(s):	Located within Wards 30, 38 and 45
Community Area (s):	Portage Park and Irving Park
Accessibility:	**Interstates.** Immediate access to I-90/94 **Rail.** Chicago Minneapolis St. Paul Rail Line

EXISTING FEATURES:

Size:	150 acres
Number of Businesses:	22
Number of Jobs:	Approx. 1,990
Major Existing Industries:	Advance Presort Service Inc., Koch Poultry Corp., Magenta Corp., Bee Sales Co., and Western Rust Proof Co.
TIF District:	Not applicable

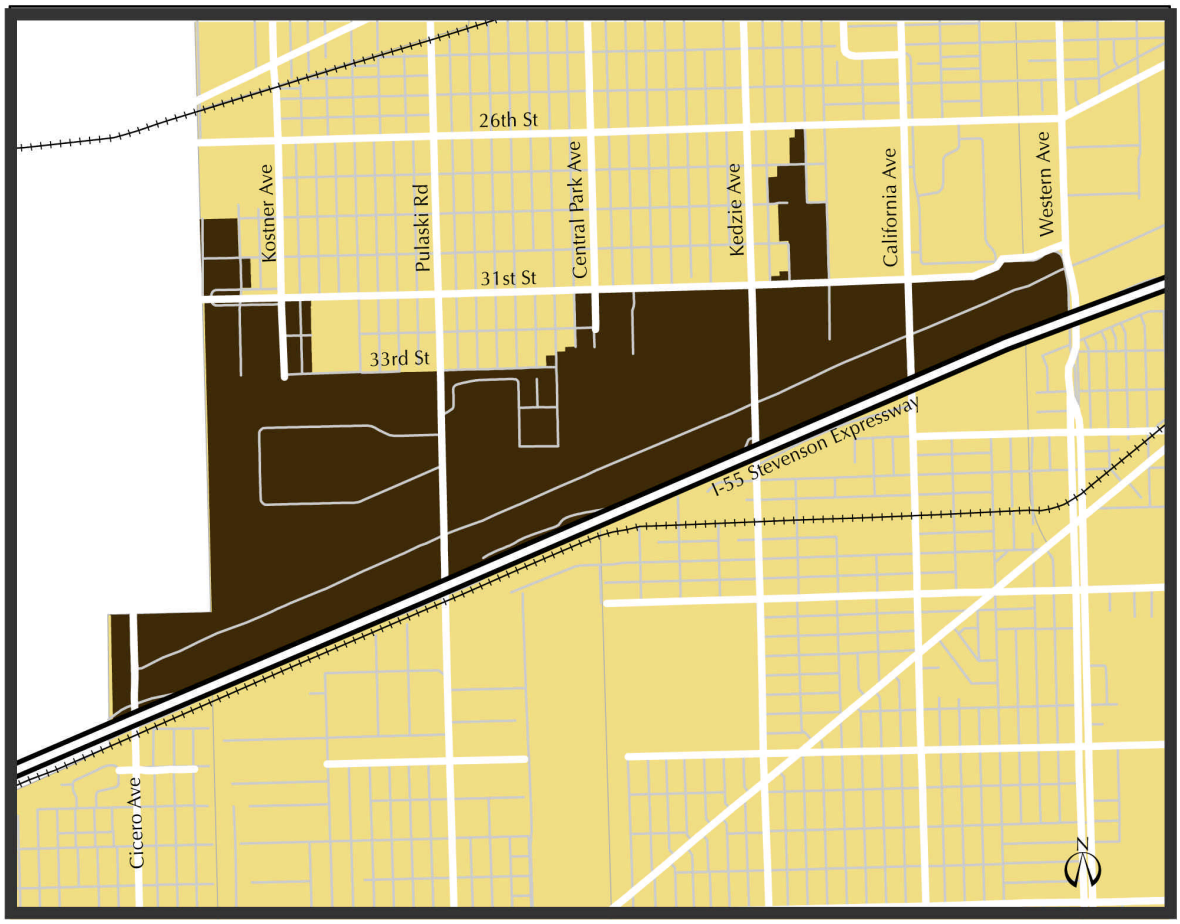
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Traffic signal at Montrose and Knox Avenue.
Infrastructure Investment:	$256,000
Opportunity Sites:	Three available building sites, totaling approximately 92,000 square feet of building space.

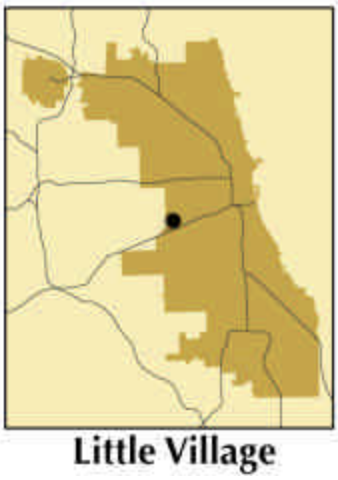
BOUNDARY DESCRIPTION

West Lawrence Avenue; North Cicero Avenue; the Chicago and North Western Railroad; West Montrose Avenue; the Chicago and North Western Railroad; West Irving Park Road; the Chicago and North Western Railroad; the Chicago Milwaukee St. Paul and Pacific Railroad; North Kilbourn Avenue; North Milwaukee Avenue; the Chicago Milwaukee St. Paul Railroad; West Addison Street; South Kostner Avenue; West Roscoe Street; the Chicago Milwaukee St. Paul Railroad; West Addison Street; North Kilbourn Avenue; the alley next south of and parallel to West Addison Street; the alley next west of and parallel to North Kolmar Avenue; West Cornelia Avenue; North Kenton Avenue; West Roscoe Street; North Kolmar Avenue; West School Street; a line that is 186.01 feet east of the east line of North Kilpatrick Avenue; North Belmont Avenue; the alley next west of and parallel to North Kilpatrick Avenue; West School Street; a line that is 109.25 feet west of and parallel to the west line of North Knox Avenue; West Roscoe Street; the alley next east of and parallel to North Kilpatrick Avenue; West Addison Street; North Kenton Avenue; North Milwaukee Avenue; West Grace Street; the Chicago Milwaukee St. Paul and Pacific Railroad; the alley next south of and parallel to West Berteau Avenue; North Kilpatrick Avenue; the alley next north of and parallel to West Hutchinson Street; the alley next east of and parallel to North Cicero Avenue; West Montrose Avenue; the Chicago Milwaukee St. Paul and Pacific Railroad; West Sunnyside Avenue; the alley next east of and parallel to North Laporte Avenue; the centerline of West Wilson Avenue; North Lamon Avenue; West Lawrence Avenue.

Little Village Industrial Corridor



Little Village Industrial Corridor



LOCATION:

General Location:	Located approximately three miles southwest of the Loop. Corridor is generally bounded by 26th and 31st Streets on the north, Cicero and Kenton on the west, I-55 on the south, and Western Ave on the east.
Ward(s):	Located within Wards 12, 14, and 22
Community Area (s):	South Lawndale and Little Village
Accessibility:	**Interstate.** Immediate access to I-55 **Arterials.** Western Ave, 31st St, and Cicero Ave **Water.** Sanitary Ship Canal

EXISTING FEATURES:

Size:	1,249 acres
Number of Businesses:	85
Number of Jobs:	Approx. 2,990
Major Existing Industries:	MRC Polymers, Meyer Steel Drum, Unilever Best Foods, Midwest Generation, Central Can, Kraft Foods Inc., RTC Industries, Inc., and Global Materials
TIF District:	Sanitary and Ship Canal TIF, expires July 2014

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

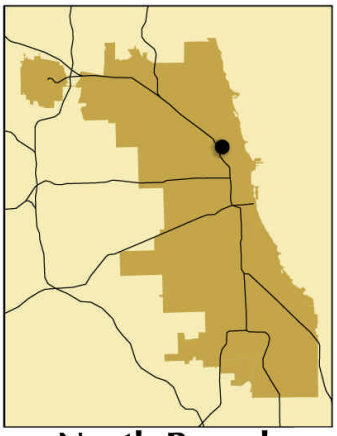
Infrastructure Improvements *(since 1999)**:***	Road reconstruction: Lawndale Ave from 33rd St to 35th St; South Kilbourn Ave from 31st St to 33rd St.; and West 31st St. from Kilbourn Ave to Kostner.
Infrastructure Investment:	Approximately $1.7 million
Opportunity Sites:	Three major development opportunity sites, totaling approximately 50 acres.

BOUNDARY DESCRIPTION

South Kenton Avenue; West 28th Street, extended west where no street exists; South Kilbourn Avenue; West 30th Street; the alley next west of and parallel to South Kilbourn Avenue; the alley next north of and parallel to West 31st Street; South Kilbourn Avenue; West 31st Street Overpass; a line that is 150.03 feet east of the east line of South Kolin Avenue; a line that is 141.18 feet south of the south line of West 31st Street; a line that is 139.05 feet east of the east line of South Kolin Avenue; West 33rd Street; the alley next east of and parallel to South Ridgeway Avenue; a line that is 419.29 feet south of the south line of West 32nd Street; South Lawndale Avenue; a line that is 360.14 feet south of the south line of West 32nd Street; the alley next east of and parallel to South Lawndale Avenue; a line that is 285.09 feet south of the south line of West 32nd Street; South Millard Avenue, extended south where no street exists; West 31st Street; South Troy Street; a line that is 75.03 feet north of the north line of West 31st Street; a line that is 134.06 feet east of the east line of South Troy Street; a line that is 149.05 feet north of the north line of West 31st Street; South Albany Avenue; West 30th Street; the alley next east of and parallel to South Troy Street; West 28th Street; the north right-of-way line of the Illinois and Northern Railroad; West 27th Street; South Whipple Street; West 28th Street; South Sacramento Avenue; West 31st Street; South Rockwell Street; West 31st Boulevard; South Western Avenue; Inbound I-55; a line that is 300.35 feet west of the west line of South Cicero Avenue; a line that is the centerline of West Pershing Road extended east where no road exists; South Kenton Avenue; West 31st Street Overpass; South Kenton Avenue.

North Branch Industrial Corridor

North Branch Industrial Corridor



LOCATION:

General Location: Located on the northeast side of the City and is generally bounded by Fullerton on the north, Kingsbury St and the North Branch of the Chicago River on the east, Kinzie on the south, and I-90/94 on the west.

Ward(s): Located within Wards 27, 32, 42, and 43

Community Area (s): Lincoln Park, West Town, and Near North Side

Accessibility: **Interstate.** Immediate access to I-90/94
Rail. Union Pacific and Canadian Pacific Rail Lines
Water. North Branch of the Chicago River

EXISTING FEATURES:

Size: 759 acres

Number of Businesses: 195

Number of Jobs: Approx. 15,525

Major Existing Industries: Republic Windows and Doors, Federal Express, Vienna Sausage, CH Robinson Worldwide, and A Finkl & Sons

TIF District: North Branch North TIF, exp. 2020; North Branch South TIF; Goose Island TIF, exp. 2019; River West TIF; Division-Hooker TIF, exp. 2019; Division-North Branch TIF, exp. 2014; Eastman-North Branch TIF, exp. 2016.

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements (since 1999): Road reconstruction: Clifton Ave, Marcey St, Wisconsin St, Cherry St, Bliss St, and Blackhawk St.
Four bridge replacements planned.

Infrastructure Investment: Approximately $10.3 million since 1999

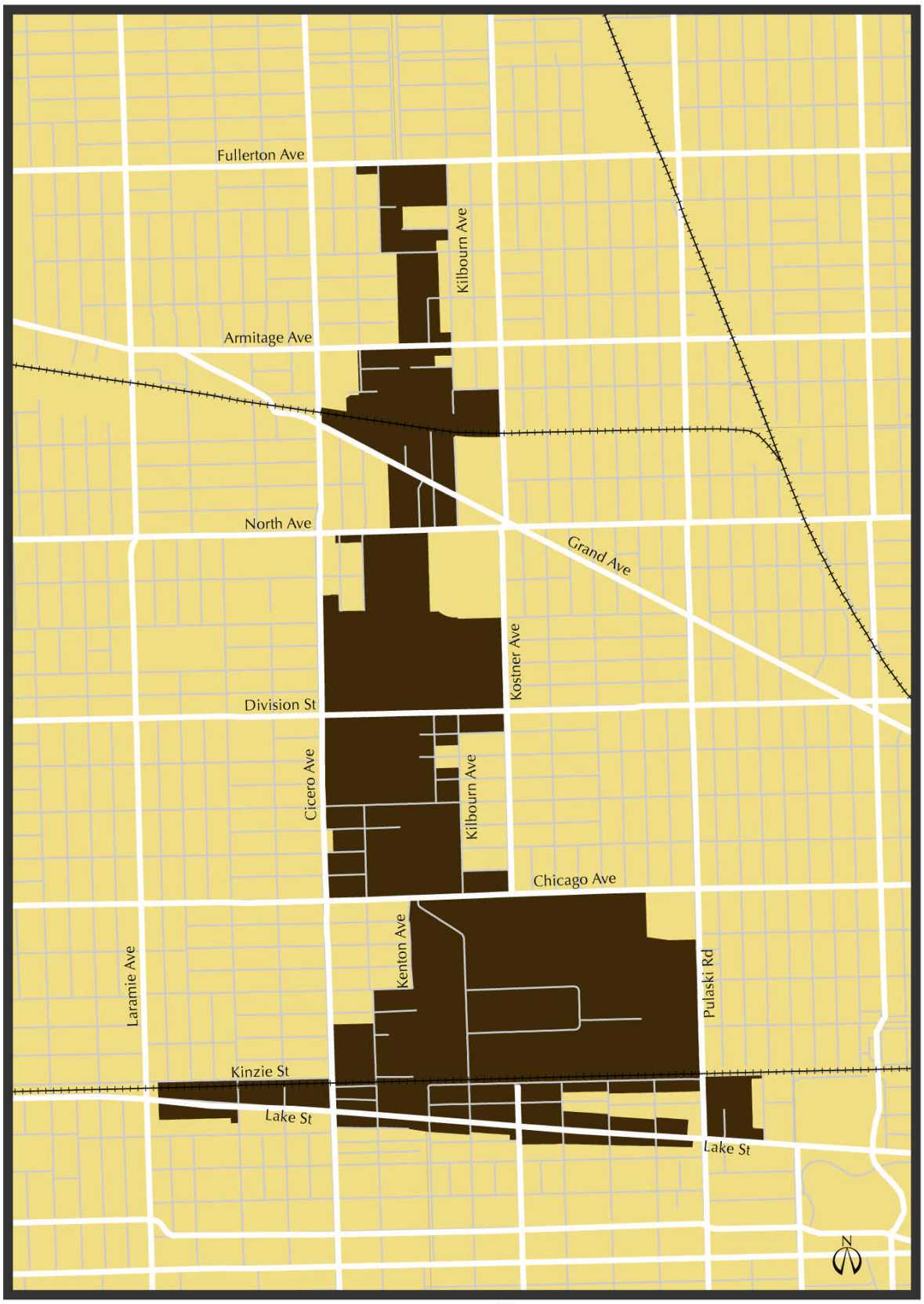
Opportunity Sites: 23 sites, totaling 41 acres of land (644,300 of bldg sq ft)

BOUNDARY DESCRIPTION

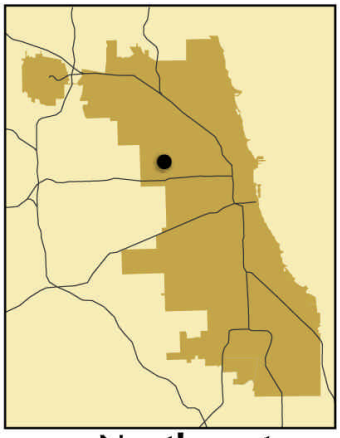
North Damen Avenue; North Branch of the Chicago River; the Chicago North Western Railroad; West Fullerton Avenue; North Clybourn Avenue; North Ashland Avenue; West Webster Avenue; North Dominick Street; West Dickens Avenue; North Southport Avenue; a line that is 250.32 feet south of West Webster Avenue; the alley next northeast of and parallel to North Clybourn Avenue; North Wayne Avenue; North Clybourn Avenue; North Lakewood Avenue; the alley next northeast of and parallel to North Clybourn Avenue; North Magnolia Avenue; a line that is 499.00 feet south of the south line of West Dickens Avenue; North Racine Avenue; North Clybourn Avenue; a line that is 478.17 feet southeast of the east line of North Racine Avenue, as measured along the northeasterly line of North Clybourn Avenue; the alley next northeast of and parallel to North Clybourn Avenue; a line that is 600.55 feet southeast of the southeast line of North Kenmore Avenue, as measured along the northeasterly line of North Clybourn Avenue; North Clybourn Avenue; North Sheffield Avenue; West Concord Place; North Clybourn Avenue; West North Avenue; North Kingsbury Street; West Division Street; the centerline of the North Branch Canal; the north Branch of the Chicago River; West Grand Avenue; North Clinton Street; West Kinzie Street; North Desplaines Street; West Ohio Street; Chicago and North Western Railroad; West Huron Street; the alley next lying east of and parallel to North Green Street; the alley next south of and parallel to West Chicago Avenue; North Green Street; West Superior Street; Chicago and North Western Railroad; West Chicago Avenue; a line that is 101.04 feet west of the west line of North Peoria Street; a line that is 258.25 feet north of the north line of West Chicago Avenue; North Lessing Street; West Chestnut Street North Sangamon Street; Chicago and North Western Railroad; North Ashland Avenue; West Armitage Avenue; Chicago and North Western Railroad; a line that is perpendicular to North Lister Avenue and is 591.03 feet southeasterly of the east line North Damen Avenue, as measured along the southwest line of North Lister Avenue; North Lister Avenue; a line that is 276.39 feet southeasterly of the southeast line of North Winchester Avenue, as measured along the northeast line of North Lister Avenue; the alley next southwest of and parallel to North Elston Avenue; a line that is 25.50 feet southeast of the southeast line of North Winchester Avenue; North Elston Avenue; a line that is feet southeast of the

south line of West Fullerton Avenue, as measured along the northeasterly line of North Elston Avenue; the alley next northeast of and parallel to North Elston Avenue; a line that is 375.16 feet east of the northeast line of North Elston Avenue, as measured along the south line of West Fullerton Avenue; West Fullerton Avenue; North Elston Avenue; North Damen Avenue.

Northwest Industrial Corridor



Northwest Industrial Corridor



LOCATION:

General Location:	Located on the northwest side of the City. Corridor is generally bounded by Fullerton Ave on the north, Cicero Ave on the west, Kostner and Pulaski Ave on the east, and Lake St on the south.
Ward(s):	Located within Wards 28, 31, and 37
Community Area (s):	Hermosa, Humboldt Park, West Garfield Park, & Austin
Accessibility:	**Interstate.** 1.5 miles north of I-290 **Rail.** Union Pacific and Belt Line Railroads **Truck.** Cicero Ave and Grand Ave Class II Truck Routes

EXISTING FEATURES:

Size:	785 acres
Number of Businesses:	200
Number of Jobs:	Approx. 6,700
Major Existing Industries:	Caraustar, Dunbar Amored, Pride Container, Freedman Seating, Magid Glove
TIF District:	Northwest Industrial TIF, expires July 2021

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Various remediation and industrial street resurfacing projects. Cicero/Grand viaduct clearance. Kinzie Ave street reconstruction.
Infrastructure Investment:	Approximately $11 million since 1999
Opportunity Sites:	Approximately 75 acres of available vacant land/sites.

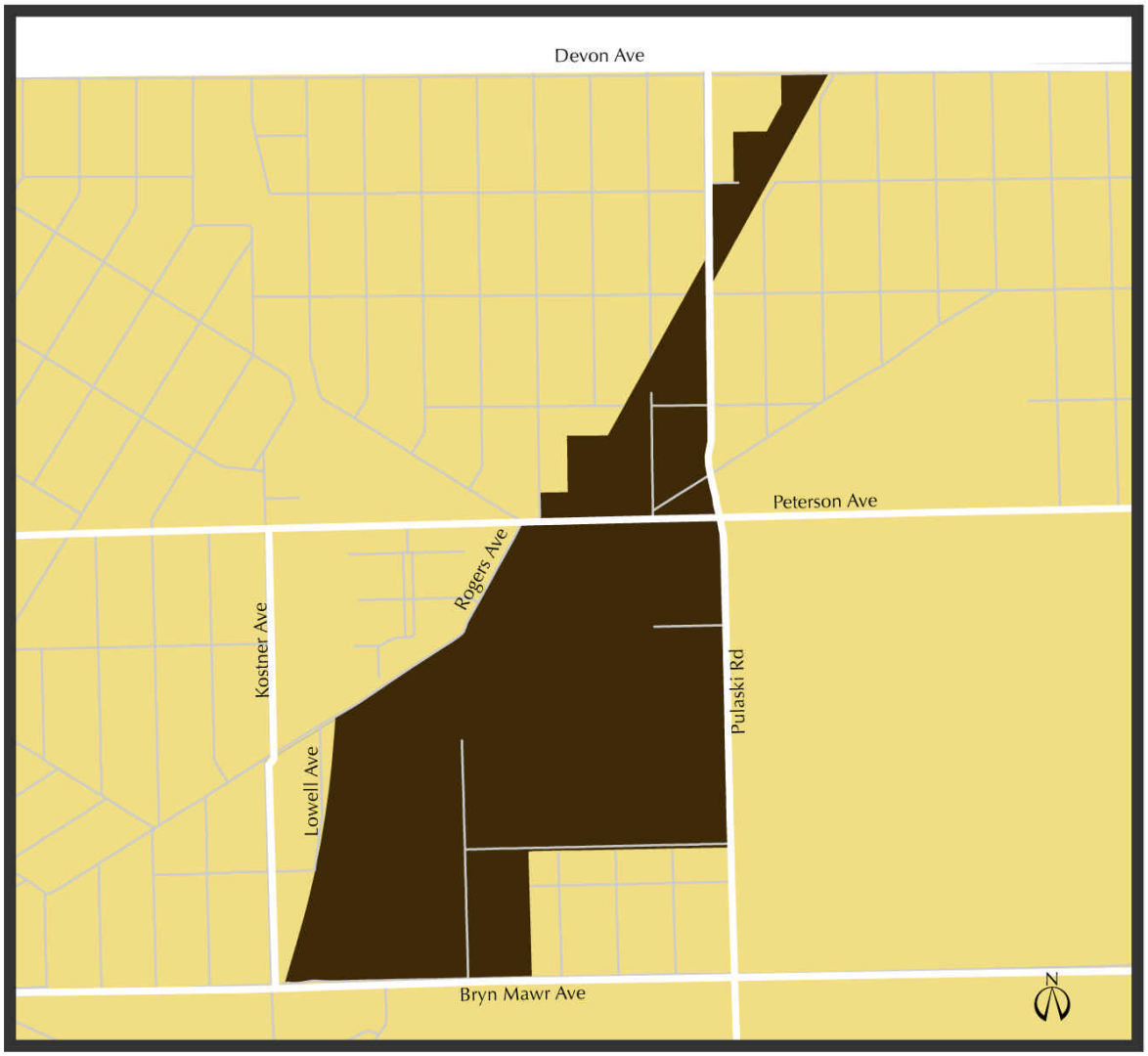
BOUNDARY DESCRIPTION

West Fullerton Avenue; North Kilbourn Avenue; West Belden Avenue; the east right-of-way line of the Union Pacific Railroad; West Lyndale Street; North Kilbourn Avenue; the public alley next south of and parallel to West Lyndale Street; a line 155.7 feet west of and parallel to North Kilbourn Avenue; West Palmer Street; the public alley next west of and parallel to North Kilbourn Avenue; the public alley next north of and parallel to West Armitage Avenue; North Kilbourn Avenue; the public alley next south of and parallel to West Armitage Avenue; a line 226.33 feet west of the west line of North Kilbourn Avenue; West Homer Street; North Kilbourn Avenue; West Cortland Street; North Kostner Avenue; the south right-of-way line of the Canadian Pacific Railway -- Bloomingdale Line; North Kilbourn Avenue; West North Avenue; the east right-of--way line of the Union Pacific Railroad; a line 1158.41 feet south of the south line of West North Avenue; the south right-of--way line of the Union Pacific Railroad; a line 607.70 feet west of the west line of North Kostner Avenue; a line 1,269.4 feet south of and parallel to West North Avenue; North Kostner Avenue; West Haddon Avenue; North Kilbourn Avenue; the public alley next south of and parallel to West Haddon Avenue; North Kolmar Avenue; the public alley next south of and parallel to West Thomas Street; North Kilbourn Avenue; West Rice Street; North Kostner Avenue; West Chicago Avenue; a line 690 feet west of and parallel to the west line of North Pulaski Road; a line beginning at a point 690 feet west of the west line of North Pulaski Road and 638.17 feet south of the south line of West Chicago Avenue extending southeasterly to a point 350 feet west of the west line of North Pulaski Road and 700 feet south of the south line of West Chicago Avenue; a line 700 feet south of and parallel to the south line of West Chicago Avenue; North Pulaski Road; the south right-of-way line of the Union Pacific Railroad; North Avers Avenue; a line 34 feet south of the south right-of-way line of the Union Pacific Railroad; the public alley next south of and parallel to the south right-of-way line of the Union Pacific Railroad; the public alley next west of and parallel to North Avers Avenue; the public alley next north of and parallel to West Lake Street; North Avers Avenue; West Lake Street; North Pulaski Road; the public alley next north of and parallel to West Carroll Avenue; North Keeler Avenue; the public alley next north of and parallel to West Carroll Avenue; North Kildare Avenue; the public alley

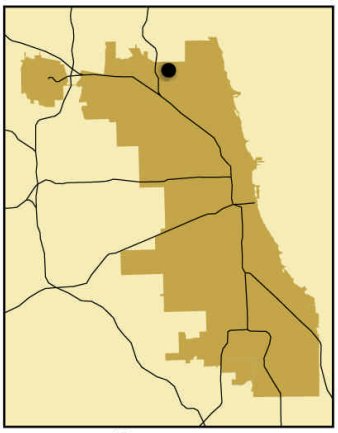
next north of and parallel to West Lake Street; North Keeler Avenue; the public alley next north of and parallel to West Lake Street; North Karlov Avenue; the public alley next north of and parallel to West Lake Street; a line 180.47 feet west of North Pulaski Road as measured along the north line of West Lake Street and perpendicular thereto; West Lake Street; a line 100.24 feet west of North Pulaski Road as measured along the south line of West Lake Street and perpendicular thereto; the public alley next south of and parallel to West Lake Street; North Kostner Avenue; West Fulton Street; the alley next west of and parallel to North Kostner Avenue; the public alley next south of and parallel to West Lake Street; North Kilbourn Avenue; the public alley next south of and parallel to West Lake Street; the west right-of-way line of the Belt Railway; a line drawn northwesterly 174.75 feet from a point on the west right-of-way line of the Belt Railway that is 139.06 feet south of the south line of West Lake Street, measured along the west right-of-way line of the Belt Railway, to a point that is 123.62 feet southwest of the south line of West Lake Street, measured perpendicular to said line; from the last described point northwesterly 409.31 feet to a point on the east line of North Kilpatrick Avenue that is 139.11 feet south of the south line of West Lake Street, measured along the east line of North Kilpatrick Avenue; North Kilpatrick Avenue; West Wayman Street; North Cicero Avenue; West Lake Street; North Lavergne Avenue; a line that is 238.13 feet south of the south line of West Lake Street, measured along the west line of North Lavergne Avenue; a line that is 80.02 feet west of the west line of North Lavergne Avenue; the public alley next north of and parallel to West Fulton Street; the public alley next east of and parallel to North Laramie Avenue, extended north where no alley exists; West Kinzie Street; North Cicero Avenue; the public alley next south of and parallel to West Race Avenue; North Kilpatrick Avenue; West Ohio Street; North Kenton Avenue; West Chicago Avenue; North Cicero Avenue; West Iowa Street; a line that is 125 feet east of the east line of North Cicero Avenue; West Walton Street; North Cicero Avenue; the public alley next south of and parallel to West Le Moyne Street; North Keating Avenue; the second public alley south of and parallel to West Le Moyne Street; North Kilpatrick Avenue; the public alley next south of and parallel to West North Avenue; a line that is 25 feet west of the west line of North Keating Avenue; West North Avenue; the west right-of-way line of the Belt Railway; West Grand Avenue; North Cicero Avenue; the northerly right-of-way line of the Canadian Pacific Railway -- Bloomingdale Line; a line 392.68 feet east of and parallel to North Cicero Avenue; a line beginning at a point 392.68 feet east of North Cicero Avenue and 717.36 feet south of West Armitage Avenue

extending northeasterly to a point 456.44 feet east of North Cicero Avenue and 678.7 1 feet south of West Armitage Avenue; a line 678.71 feet south of and parallel to West Armitage Avenue; North Kilpatrick Avenue or the west right-of-way line thereof extended where no street exists; West Armitage Avenue; the west right-of-way line of the Union Pacific Railroad; West Palmer Street; North Knox Avenue; the public alley next south of and parallel to West Fullerton Avenue; and North Kilpatrick Avenue.

Peterson Industrial Corridor



Peterson Industrial Corridor



LOCATION:

General Location:	Located on the far north side of the City. Corridor is generally bounded by Devon Ave on the north, the Chicago & Northwestern Rail Line and I-94 on the west, Pulaski Ave on the east, and Bryn Mawr on the south.
Ward(s):	Located within Ward 39
Community Area (s):	Forest Glen and North Park
Accessibility:	**Interstate.** Adjacent to I-94 **Rail.** Chicago & Northwestern Rail Line **Truck.** Arterials: Pulaski and Peterson Avenues

EXISTING FEATURES:

Size:	128 acres
Number of Businesses:	25
Number of Jobs:	Approx. 2,000
Major Existing Industries:	Cozzini, CCH, and Label Master
TIF District:	Peterson Pulaski TIF, expires 2023

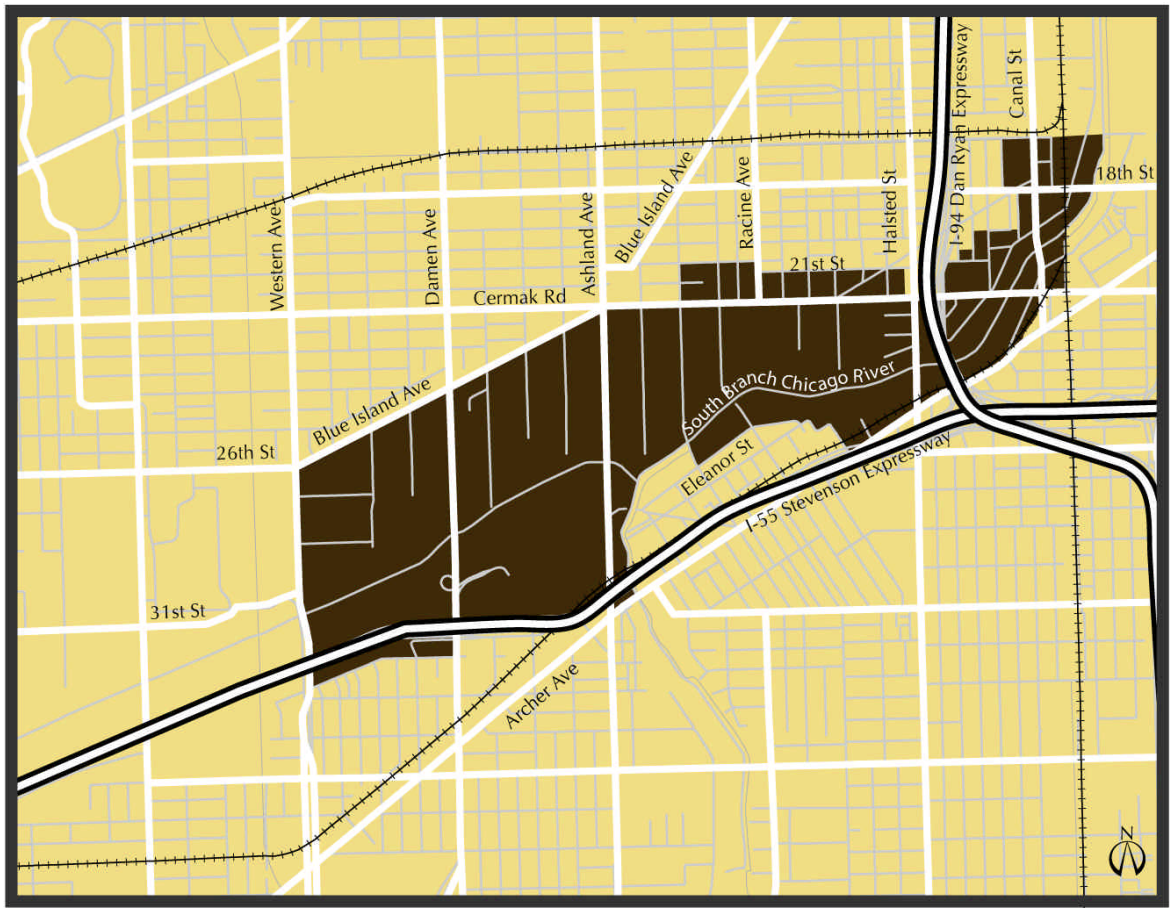
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)*:	Street resurfacing and curb and gutter replacement: *4200 – 4400 W. Bryn Mawr*
Infrastructure Investment:	Approximately $275,000 since 1999
Opportunity Sites:	Approximately seven acres of available vacant building sites.

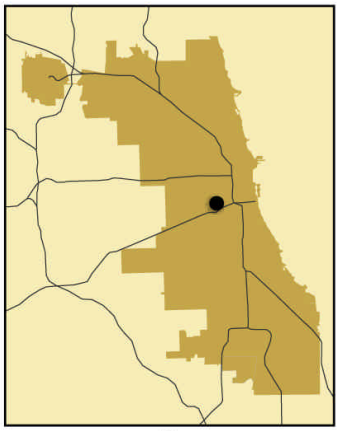
BOUNDARY DESCRIPTION

North Rodgers Avenue; West Peterson Avenue; North Kedvale Avenue; the alley next north of and parallel to West Peterson Avenue; the alley next east of and parallel to North Kedvale Avenue; the alley next south of and parallel to West Glenlake Avenue; the northwesterly right-of-way line of the Chicago and North Western Railway; North Pulaski Road; West Rosemont Avenue; the alley next east of and parallel to North Pulaski Road; a line that is 295.03 feet north of and parallel to the centerline of West Rosemont Avenue; the Chicago and North Western Railway; the alley next east of and parallel to North Pulaski Road; West Devon Avenue; the Chicago and North Western Railway; North Pulaski Road; West Victoria Street; the alley next west of and parallel to North Kedvale Avenue; West Bryn Mawr Avenue; and the Chicago and North Western Railway.

Pilsen Industrial Corridor



Pilsen Industrial Corridor



Pilsen

LOCATION:

General Location:	Located approximately 3 miles southwest of the Loop. Corridor is generally bounded by 16th St on the north, Stewart Ave and the Chicago River on the east, I-55 and 33rd St on the south, and Western Ave on the west.
Ward(s):	Located within Wards 11, 12, and 25
Community Area (s):	Lower West Side, McKinley Park and Bridgeport
Accessibility:	**Interstate.** I-55 and I-90/94 **Rail.** Burlington Northern, Sante Fe, Illinois Central, Union Pacific, and Conrail **Truck.** Western Ave, Ashland Ave and Halsted St **Water.** South Branch of Chicago River **CTA.** Blue Line @ 18th & Ashland and Hoyne & Western Orange Line @ I-55 and Halsted and Ashland & Western

EXISTING FEATURES:

Size:	907 acres
Number of Businesses:	214
Number of Jobs:	Approx. 10,000
Major Existing Industries:	International Produce Market, Midwest Generation, American Linen, and Dearborn Wholesale
TIF District:	Pilsen Industrial TIF, expires 2020

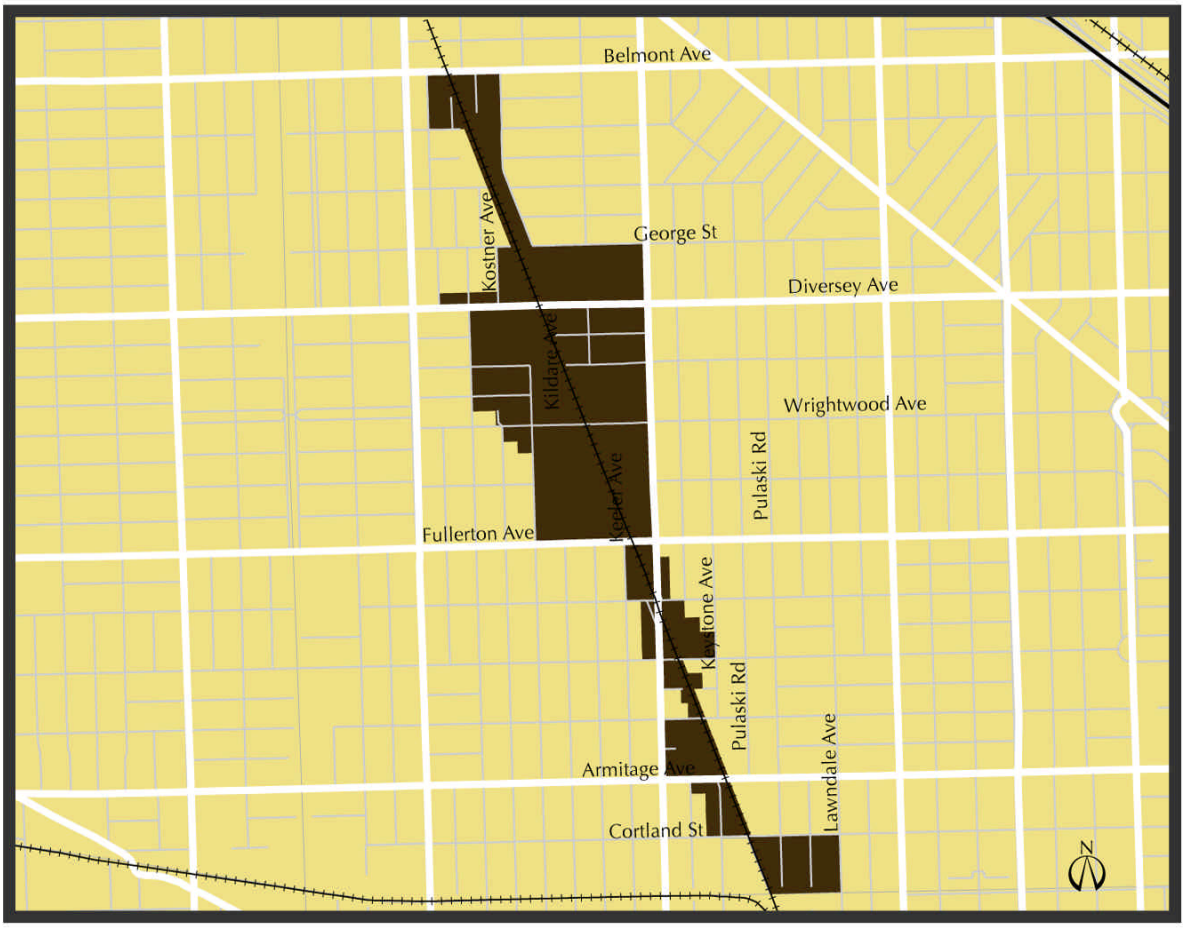
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Street and sidewalk construction, street resurfacing, and streetscaping improvements.
Infrastructure Investment:	Approximately $60 million since 1999.
Opportunity Sites:	Approximately 18 sites are available, totally 83 acres.

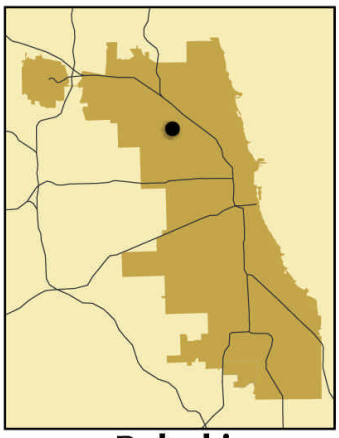
BOUNDARY DESCRIPTION

South Western Avenue; South Blue Island Avenue; West Cermak Road; South Loomis Street; West 21st Street; South Racine Avenue; West 21st Street; the alley next west of and parallel to South Halsted Street; West Cermak Road; South Union Avenue; West 21st Street; South Ruble Street; a line that is 162.8 feet north of West 21st Street; South Desplaines Street; a line that is 1036.79 feet north of West Cermak Road; South Normal Avenue; West 18th Street; South Clinton Street; West 16th Street; South Branch of the Chicago River; South Stewart Avenue; West Cermak Road; South Canal Street; the south line of the Sante Fe Railroad right-of-way; South Archer Avenue; South Senour Avenue; South Hillock Avenue; West 25th Street; South Eleanor Street; South Loomis Street; South Branch of the Chicago River; the south fork of the South Branch of the Chicago River; South Archer Avenue; South Ashland Avenue; West 31st Street; South Damen Avenue; West 32nd Street; and South Bross Avenue.

Pulaski Industrial Corridor



Pulaski Industrial Corridor



LOCATION:

General Location:	Located on the northwest side of the City. Generally bounded by Belmont Ave on the north, Kildare and Keeler Ave on the west, Pulaski Ave on the east, and Cortland St on the south.
Ward(s):	Located within Wards 26, 30, and 31
Community Area (s):	Humboldt park, Hermosa, Logan Square, and Avondale
Accessibility:	**Interstates.** Approximately one mile from I-90/94. **Rail.** Chicago Minneapolis St. Paul Rail Line.

EXISTING FEATURES:

Size:	191 acres
Number of Businesses:	90
Number of Jobs:	Approximately 4,500
Major Existing Industries:	Marshall Fields, Newlywed Foods, Steel Craft Products, Injecto Mold, and Chicago Dryer
TIF District:	Pulaski TIF, expires 2022

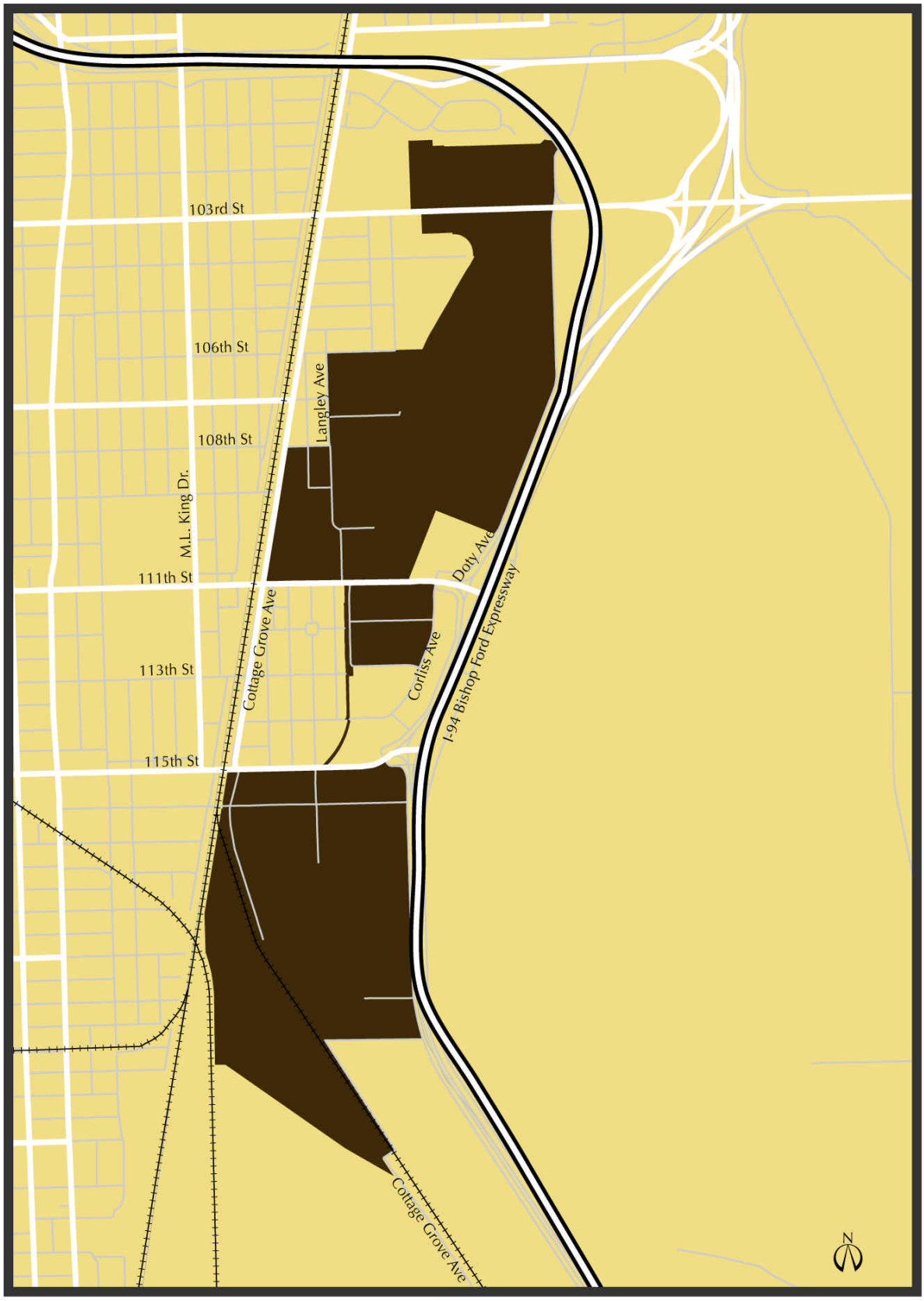
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Viaduct Clearances: *Pulaski at Belden* and *Armitage at Springfield* Streetscaping at 3300 W. Newport
Infrastructure Investment:	Approximately $1.7 million since 1999
Opportunity Sites:	A total of approximately 200,000 square feet of building space available.

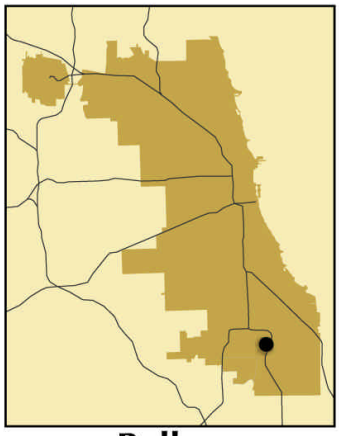
BOUNDARY DESCRIPTION

North Lowell Avenue; West Belmont Avenue; North Tripp Avenue; North Kearsarge Avenue; West George Street; North Pulaski Road; the alley next south of and parallel to West Fullerton Avenue; the alley next east of and parallel to North Pulaski Road; West Belden Avenue; the alley next east of North Pulaski Road; the alley next south of and parallel to West Belden Avenue; the alley next west of and parallel to West Springfield Avenue; a line that is 333.84 feet south of the south line of West Belden Avenue; North Springfield Avenue; West Palmer Street; the easterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; the alley next south of and parallel to West Palmer Street; the alley next west of and parallel to North Springfield Avenue; West Shakespeare Avenue; the easterly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; West Cortland Street; North Lawndale Avenue; the north right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; the Chicago, Milwaukee, St. Paul and Pacific Railroad; West Cortland Street; the alley next west of and parallel to North Springfield Avenue; the alley next south of and parallel to West Armitage Avenue; North Pulaski Road; West Dickens Street; a line that is 300 feet east of the east line of North Pulaski Road; the alley next north of and parallel to West Dickens Street; a line that is 225 feet east of the east line of North Pulaski Road; West Shakespeare Avenue; North Pulaski Road; West Palmer Street; the alley next west of and parallel to North Pulaski Road; West Belden Avenue; North Keystone Avenue; West Fullerton Avenue; North Keeler Avenue; a line that is 266 feet south of the south line of West Wrightwood Avenue; the alley next west of and parallel to North Keeler Avenue; the alley next south of and parallel to West Wrightwood Avenue; North Tripp Avenue; West Wrightwood Avenue; a line that is 231.50 feet east of the east line of North Kildare Avenue; the alley next north of and parallel to West Wrightwood Avenue; North Kildare Avenue; West Diversey Avenue; North Lowell Avenue; the alley next north of and parallel to West Diversey Avenue; North Tripp Avenue; West George Street; the westerly right-of-way line of the Chicago, Milwaukee, St. Paul and Pacific Railroad; West Barry Avenue.

Pullman Industrial Corridor



Pullman Industrial Corridor



LOCATION:

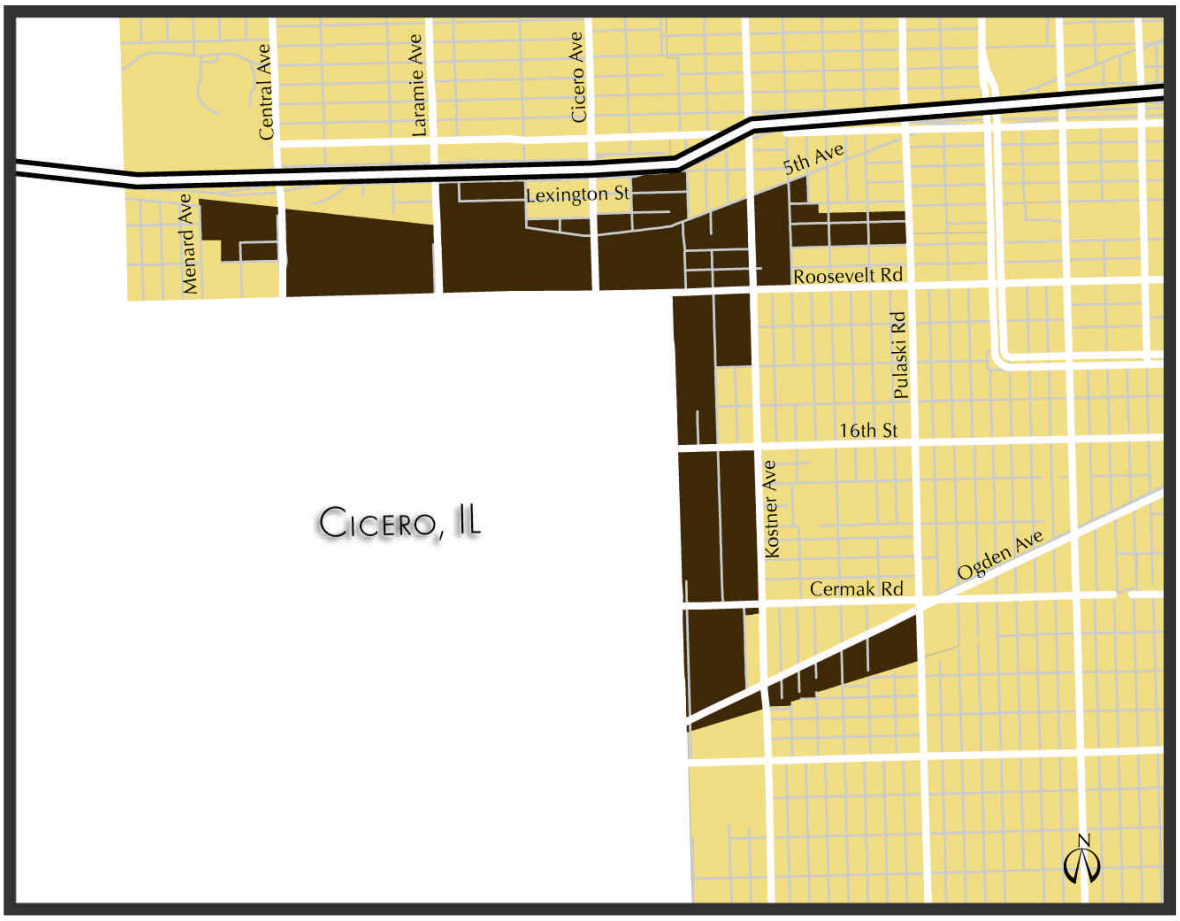
General Location:	Located on the far south side of the City. Generally bounded by Bishop Ford Expressway on the east, Langley Ave and Cottage Grove Avenues on the west, 103rd St on the north, and 124th St on the south.
Ward(s):	Located within Ward 9
Community Area (s):	Pullman and Riverdale
Accessibility:	**Interstates.** Bishop Ford Expressway access at 103rd, 111th, 115th, and 130th Streets **Rail.** Norfolk Southern and METRA stations at 103rd, 107th, 111th, 115th, and Cottage Grove Ave **Truck Routes.** Grand Avenue Class II Truck Route **CTA.** Bus lines serve 103rd, 111th, and 115th Streets

EXISTING FEATURES:

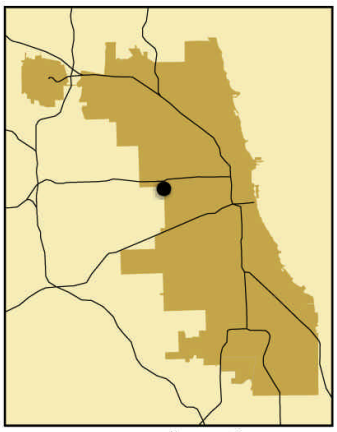
Size:	694 acres
Number of Businesses:	30
Number of Jobs:	Approx. 1,000
Major Existing Industries:	Dutch Farms/Brookfield Farms, Kellogg/Keebler Company, and Sherwin-Williams Company
TIF District:	Lake Calumet Industrial TIF, expires June 2023

BOUNDARY DESCRIPTION

South Cottage Grove Avenue; East 108th Street; South Langley Avenue; East 106th Street; the westerly right-of-way line of the Rock Island Railroad; East 104th Street; a line that is 1133.51 feet east of the east line of South Maryland Avenue; a curved line, concave to the southwest, drawn from a point on the north line of East 104th Street that is 1133.51 feet east of the east line of South Maryland Avenue, to a point that is 293.14 feet north of the north line of East 104th Street and 1167.28 feet east of the east line of South Corliss Avenue; a line that is 1167.28 feet east of the east line of South Corliss Avenue; a line that is 313.13 feet north of the north line of East 104th Street; a line that is 729.69 feet east of the east line of South Corliss Avenue; West 103rd Street; a line that is 1247.58 feet east of the easterly line of South Cottage Grove Avenue, as measured along the north line of East 103rd Street; a line that is 976.49 feet north of the north line of East 103rd Street; east along the previously described line, 345.18 feet to a point; from the last described point, south 85.02 feet to a point; from the last described point, east 165.08 feet to a point; from the last described point, south 15.03 feet to a point; from the last described point, east 1391.63 feet to a point that is 864.57 feet north of the north line of East 103rd Street; from the last described point, northeast 92.02 feet to the southwesterly right-of-way line of and unidentified railroad; the Calumet Expressway; South Woodlawn Avenue; South Doty Avenue; a line that is drawn perpendicular to South Doty Avenue, from a point that is 605.19 feet north of the north line of East 111th Street to a point that is 962.87 feet north of the north line of East 111th Street, 924.77 feet to a point; from the last described point, southwest 1088.95 feet to a point that is 808.27 feet east of the east line of South Ellis Avenue, said point being on the centerline of East 111th Street; East 111th Street; South Corliss Avenue; East 113th Street; South Ellis Avenue; East 113th Street; the east right-of-way line of an unidentified railroad; East 115th Street; South Doty Avenue; East 121st Street; South Cottage Grove Avenue; East 124th Street; the southwesterly right-of-way line of an unidentified railroad; South Cottage Grove Avenue; East 115th Street; the westerly right-of-way line of an unidentified railroad; East 111th Street; South Cottage Grove Avenue.


Central Ave
Laramie Ave
Cicero Ave
5th Ave
Lexington St
Menard Ave
Roosevelt Rd
Pulaski Rd
16th St
Kostner Ave
Ogden Ave
Cermak Rd
CICERO, IL
N

Roosevelt/Cicero Industrial Corridor



Roosevelt/Cicero

LOCATION:

General Location:	Located on the far west side of the City approximately 15 minutes from both the Loop and Midway Airport. Generally bounded by I-290 on the north, Menard and city limits on the west, Pulaski and Kostner on the east, and the rail line on the south near Ogden Ave.
Ward(s):	Located within Wards 22, 24, and 29
Community Area (s):	Austin, West Garfield Park, and North Lawndale
Accessibility:	**Interstates.** I-290 **Rail.** CSX and Belt Rail Line **Arterials.** Cicero, Central, Laramie, Kostner, 18th St, and Roosevelt Rd

EXISTING FEATURES:

Size:	609 acres
Number of Businesses:	96
Number of Jobs:	Approx. 4,890
Major Existing Industries:	Color Communications Inc., Dudek & Bock Spring Manufacturing Co. Inc., Harrington & King Perforating Co Inc., and Assemblers Inc.
TIF District:	Roosevelt/Cicero TIF, expires 2021; Midwest TIF, expires 2021

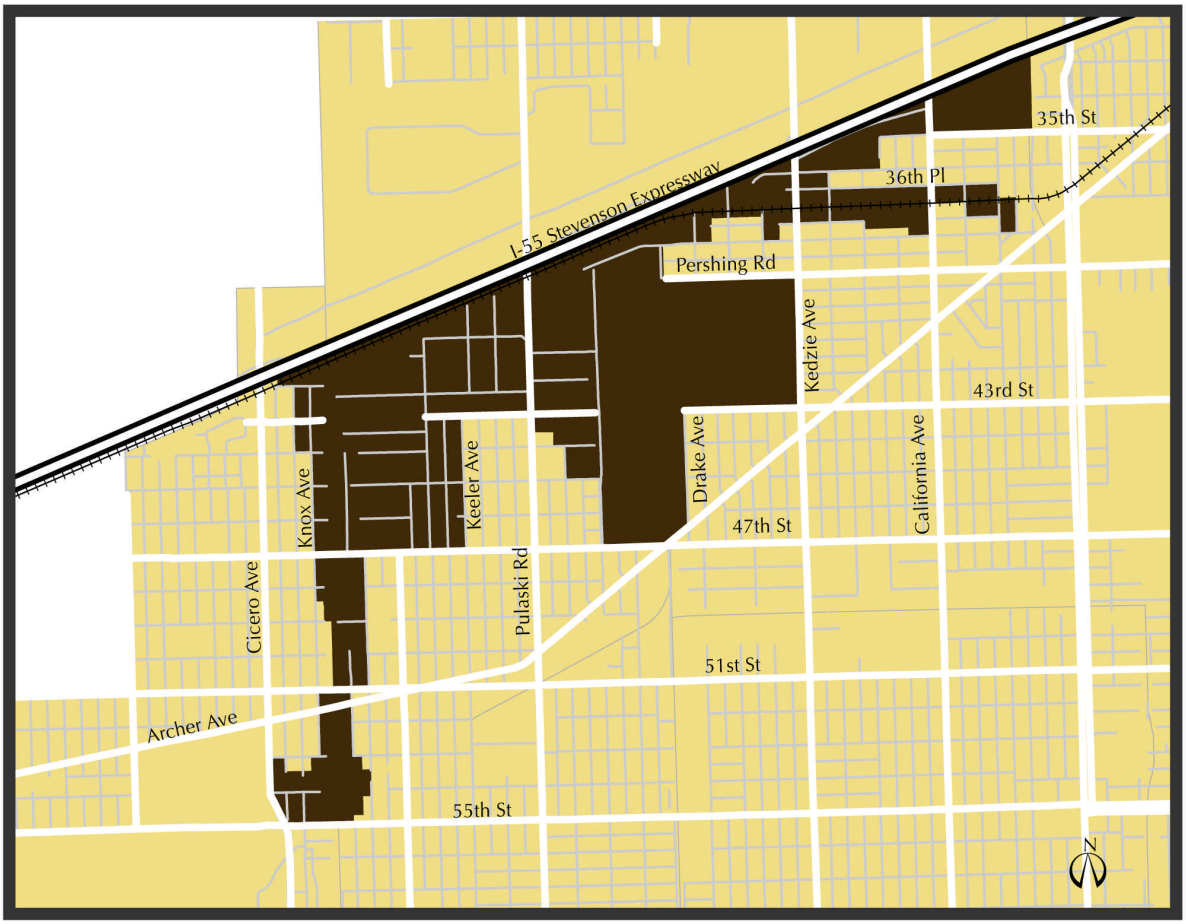
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Not applicable
Infrastructure Investment:	Not applicable
Opportunity Sites:	Approximately 60 acres of available vacant land

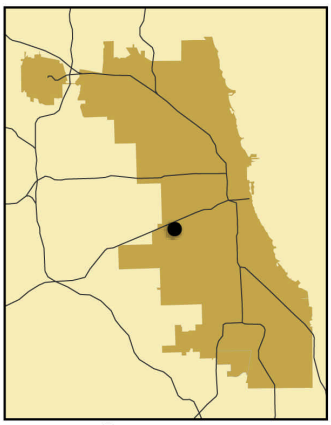
BOUNDARY DESCRIPTION

South Menard Avenue; the south right-of-way line of the CSX Railroad; South Laramie Avenue; West Lexington Street; South Lavergne Avenue; West Arthington Street; South Cicero Avenue; West Arthington Street; South Kilpatrick Avenue; West Lexington Street; South Kolmar Avenue; West Fifth Avenue; South Tripp Avenue; West Arthington Street; the alley next west of and parallel to South Keeler Avenue; the alley next north of and parallel to West Taylor Street, extended where no alley exists; South Pulaski Road; West Fillmore Street; South Kildare Avenue; West Roosevelt Road; South Kostner Avenue; West 14th Street; South Kilbourn Avenue; West 16th Street; South Kostner Avenue; the alley next south of and parallel to West Cermak Road; South Kenneth Avenue; West Ogden Avenue; South Pulaski Road; the north right-of-way line of the Burlington Northern Railroad; South Kildare Avenue; West 24th Place; the north right-of-way line of the Burlington Northern Railroad ; South Kolin Avenue; West 24th Place; the north right-of-way line of the Burlington Northern Railroad ; South Kenton Avenue; West Roosevelt Road; South Central Avenue; and West Fillmore Street.

Stevenson Industrial Corridor



Stevenson Industrial Corridor



Stevenson

LOCATION:

General Location:	Located on the southwest side of the City in close proximity to Midway Airport just south of I-55, generally between Cicero Avenue and Western Avenue.
Ward(s):	Located within Wards 12, 14, and 23
Community Area (s):	Stevenson, Brighton Park, West Lawn, and Archer Heights
Accessibility:	**Interstates.** I-55 access via Cicero, Pulaski, Kedzie, and Western Avenues **Rail.** Adjacent to Corwith Rail Yard

EXISTING FEATURES:

Size:	1,322 acres
Number of Businesses:	105
Number of Jobs:	Approx. 8,000
Major Existing Industries:	C.J. Vitner, Union Standard Equipment, Rapid Displays, Ready Metal Mfg, Greater Chicago Food Depository, and Heineman's Bakery
TIF District:	Midway Industrial TIF, *expires 2023*; Future Stevenson TIF District, *expected adoption in 2005*.

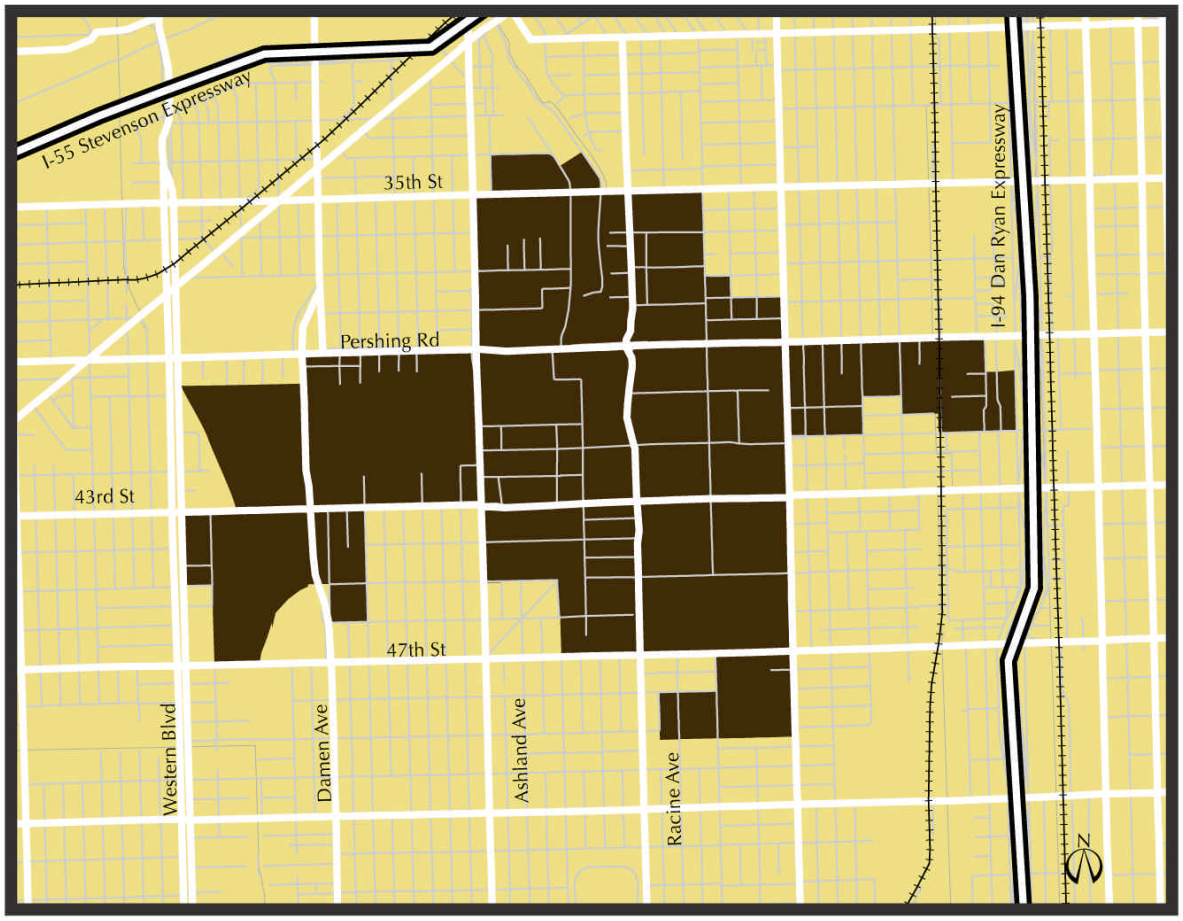
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements (since 1999):	W. 38th St (near St. Louis) street reconstruction and viaduct improvement.
Infrastructure Investment:	$1 million
Opportunity Sites:	Approximately 35 acres of available land/building sites.

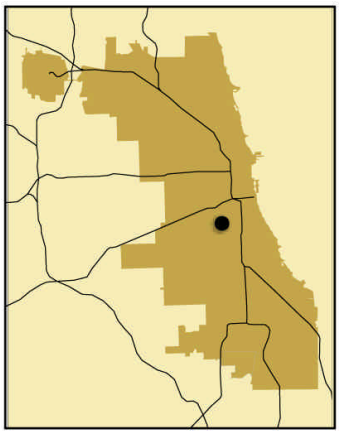
BOUNDARY DESCRIPTION

South Keating Avenue and it's northerly extension where no street exists; Inbound I-55; South Campbell Street; West 35th Street; South Richmond Street; West 36th Street; South Albany Street; South 36th Place; South Rockwell Street; West 37th Street; South Maplewood Avenue; West 38th Street; South Rockwell Street; West 37th Place; South Washtenaw Avenue; West 37th Street; South California Avenue; West 38th Street; the alley next west of and parallel to South California Avenue; the alley next north of and parallel to West 38th Street; South Sacramento Avenue; West 37th Place; a line that is 298.60 feet west of South Kedzie Avenue; West 38th Street; South Spaulding Avenue; a line that is 124.00 feet north of the north line of West 37th Place; South Homan Avenue; a line that is 119.75 feet north of the north line of West 37th Place; a line that is 297.11 feet west of the west line of South Homan Avenue; West 38th Street; South Central Park Avenue; West Pershing Road; South Kedzie Avenue; West 43rd Street; South Drake Avenue; South Archer Avenue; West 47th Street; South Hamlin Avenue; West 45th Street; South Springfield Avenue; West 44th Street; a line that is 451.11 feet east of the east line of South Pulaski Road; a line that is 261.80 feet north of the north line of West 44th Street; South Pulaski Road; West 43rd Street; South Keeler Avenue; West 47th Street; South Kilbourn Avenue; West 51st Street; South Kolmar Avenue; West 53rd Street; the alley next west of and parallel to South Kilbourn Avenue; the alley next south of and parallel to West 53rd Street; South Kilbourn Avenue; the alley next, being the second alley north of and parallel to West 55th Street; the alley next west of and parallel to South Kilbourn Avenue; the alley next north of and parallel to West 55th Street; the alley next west of and parallel to South Kilbourn Avenue; West 55th Street; South Cicero Avenue; West 53rd Street; South Keating Avenue; the alley next south of and parallel to West 53rd Street; the alley next east of and parallel to South Kilpatrick Avenue; West 53rd Street; South Knox Avenue; West 51st Street; the west right-of-way line of the Belt Railway of Chicago; West 49th Street and it's extension where no street exists; the alley next east of and parallel to South Knox Avenue; a line that is 359.14 feet north of the north line of West 49th Street; South Knox Avenue; West 44th Street; South Kilpatrick Avenue; West 42nd Street.

Stockyards Industrial Corridor



Stockyards Industrial Corridor



LOCATION:

General Location:	Located 4.5 miles southwest of the Loop
Ward(s):	Located within Wards 3, 11, 12, and 20
Community Area (s):	New City, Bridgeport, Canaryville, and McKinley Park
Accessibility:	**Interstates.** Immediate access to the I-90/94 and is also located within a mile of I-55 **Rail.** The Norfolk Southern Rail Line and Rail Yard **Water.** South Branch of South Fork of Chicago River

EXISTING FEATURES:

Size:	1,532 acres
Number of Businesses:	220
Number of Jobs:	Approx. 17,500
Major Existing Industries:	Wrigley, Pepsi, Wheatland Tube, Rexam, and Aramark
TIF District:	Stockyards (SY) Southeast Quadrant TIF, *expires 2015*; SY Annex TIF, *exp. 2019;* SY Northwest Quadrant TIF, *exp. 2012;* 35th & Halsted TIF, *exp. 2020;* 43rd & Damen TIF, *exp. 2017;* 45th & Western IPCA TIF, *exp. 2025;* 47th & Ashland TIF; *exp. 2025;* 47th & Halsted TIF; *exp. 2025*

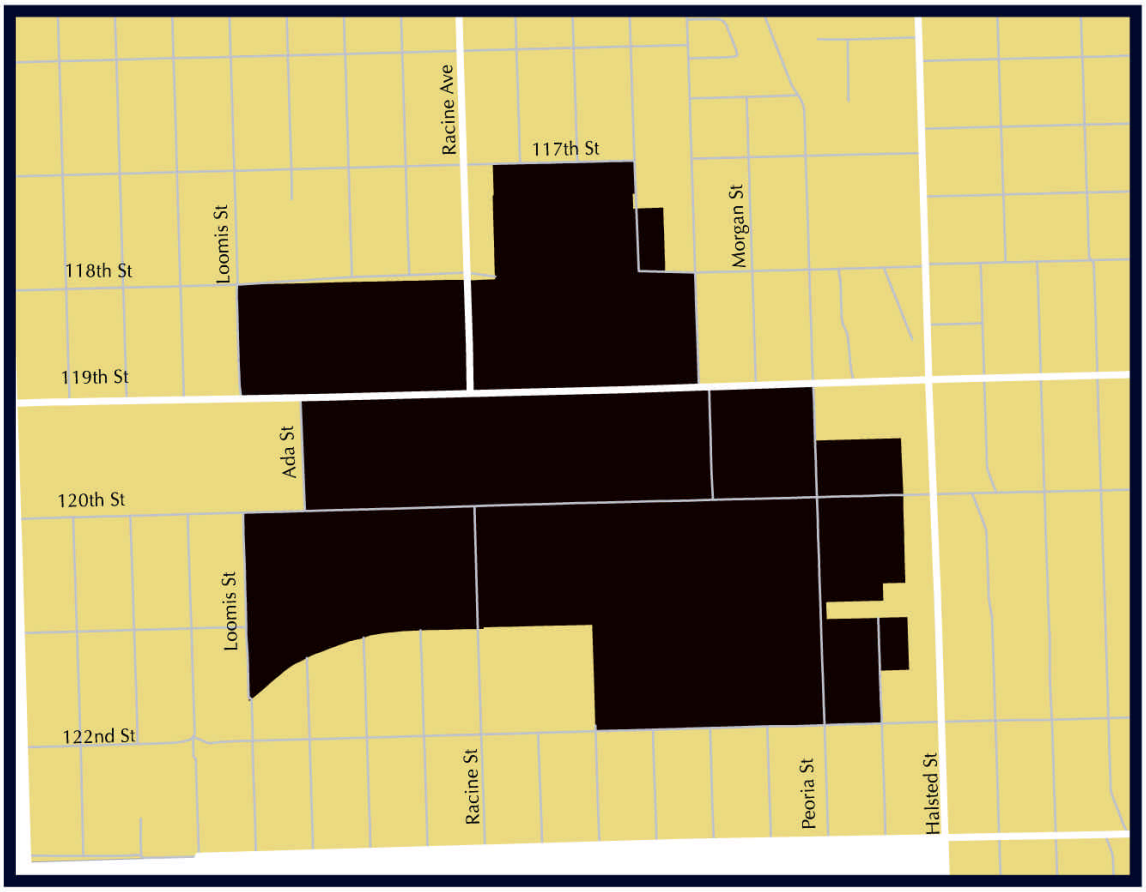
RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)*:	Viaduct improvements @ 40th Street at Union Ave, Emerald Ave, Halsted St., Wallace Ave., and Normal Ave. and 43rd St. at Western Ave. Reconstruction of W. 40th Place (400-600 W.) and W. 41st St. (800 – 600 W.).
Infrastructure Investment:	Approximately $30 million since 1999
Opportunity Sites:	Approximately 55 acres of available sites

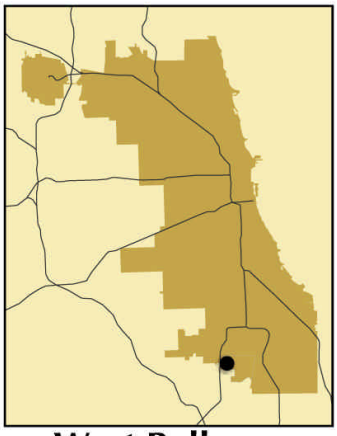
BOUNDARY DESCRIPTION

West 34th Street; South Iron Street; a line beginning at a point 457 feet north of West 35th Street as measured along the east right-of-way of South Iron Street and extending northeasterly a distance of 351 feet to the south fork of the south branch of the Chicago River; the south fork of the south branch of the Chicago River; West 35th Street; South Morgan Street; West 37th Place; South Sangamon Street; West 38th Street; South Halsted Street; West Pershing Road; South Princeton Avenue; West 40th Street; South Wentworth Avenue; West Root Street; the west right-of-way line of the Norfolk Southern Railroad; West 41st Street; South Normal Avenue; West 40th Place; South Wallace Street; West Root Street; South Halsted Street; the south right-of-way line of Conrail; South May Street; West 48th Street; South Morgan Street; West 47th Street; South Loomis Street, extended north where no street exists; West 46th Street; South Loomis Street; West 45th Street; South Ashland Avenue; West 42nd Street; South Marshfield Avenue; West 43rd Street; South Wolcott Avenue; West 46th Street; South Damen Avenue; a line 534.23 feet north of the north line of West 46th Street; a line that is 349.05 feet west of the west line of South Damen Avenue; south along the previously described line to a point that is 1253.23 feet north of the north line of West 47th Street; the east right-of-way line of the Chicago River and Indiana Railroad Company; West 47th Street; the west right-of-way line of the CSX Railroad; West 45th Place; South Western Boulevard; West 43rd Street; the southwesterly right-of-way line of the Norfolk Southern Railroad; a line 540 feet south of and parallel to West Pershing Road; South Damen Avenue; West Pershing Road; South Ashland Avenue; West 35th Street; and South Justine Street.

West Pullman Industrial Corridor



West Pullman Industrial Corridor



LOCATION:

General Location: Located on the far south side of the City. Generally bounded by 117th St on the north, 122nd St on the south, Loomis St on the west and alley immediately west of Halsted St on the east.

Ward(s): Located within Ward 34

Community Area (s): West Pullman

Accessibility: **Interstates.** I-57 access at 119th St

Rail. Canadian National/Illinois Central

Public Transit. CTA bus lines run along Halsted Street and 119th Street. Metra operates the Blue Island commuter rail with two stations that serve the area.

EXISTING FEATURES:

Size: 192 acres

Number of Businesses: 2

Number of Jobs: Approx. 190

Major Existing Industries: United States Gear Corp. and Abbey Metals Corp.

TIF District: West Pullman Industrial Park Conservation Area TIF, exp. 2021

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)*: Roadway improvements, water and sewer line upgrades and replacement, sidewalks, streetlights, and trees at several locations.

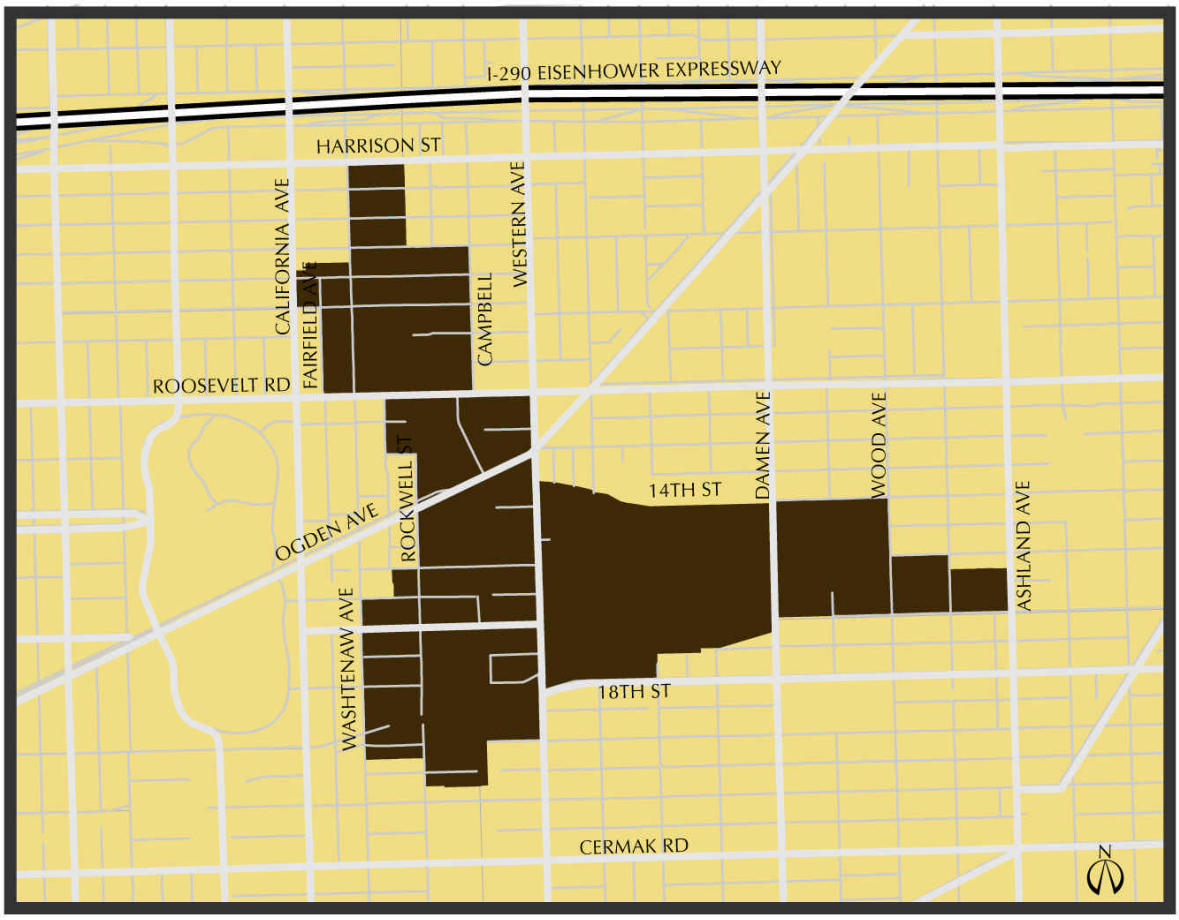
Infrastructure Investment: Approximately $6.5 million since 1999

Opportunity Sites: Seven sites, totaling approximately 90 acres of City-owned land.

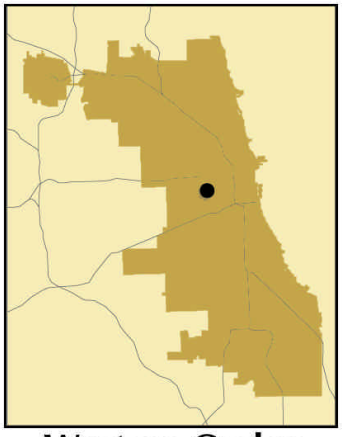
BOUNDARY DESCRIPTION

West 117th Street; South Carpenter Street; a line 348.5 feet north of and parallel to West 118th Street; the public alley next east of and parallel to South Carpenter Street; West 118th Street; South Morgan Street; West 119th Street; South Peoria Street; a line 300 feet south of and parallel to West 119th Street; the public alley next west of and parallel to South Halsted Street; a line 475 feet south of and parallel to West 120th Street; a line 282.78 feet west of and parallel to South Halsted Street; South Peoria Street; the south right-of-way line of the Metra Electric Railroad -- Blue Island Branch; the public alley next west of and parallel to South Halsted Street; a line 275 feet north of and parallel to West 122nd Street; South Green Street; West 122nd Street; South Aberdeen Street; the south right-of-way line of the Metra Electric Railroad -- Blue Island Branch; South Loomis Avenue; West 120th Street; a line 403.00 feet west of and parallel to the east line of vacated South Loomis Street; West 119th Street; South Loomis Street; West 118th Street; and the public alley next east of and parallel to South Racine Avenue.

Western/Ogden Industrial Corridor



Western/Ogden Industrial Corridor



Western Ogden

LOCATION:

General Location:	Located 3.5 miles south and west of the Loop
Ward(s):	Located within Wards 2, 25, and 28
Community Area (s):	North Lawndale
Accessibility:	**Interstates.** The Western/Ogden Corridor has immediate access to two interstates: The Eisenhower Expressway (I-290) and the Stevenson Expressway (I-55), as well as access to the Dan Ryan Expressway (I-90/94) via I-290. **Rail.** The corridor is also home to two rail yards: Union Pacific and the Burlington Northern/ Santa Fe Rail Yards.

EXISTING FEATURES:

Size:	422 acres
Number of Businesses:	64
Number of Jobs:	Approx. 5,650
Major Existing Industries:	Ryerson-Tull Steel and Global One Union Pacific Ramp
TIF District:	Western/Ogden TIF, expires February 2021

RECENT INVESTMENT and DEVELOPMENT OPPORTUNITIES:

Infrastructure Improvements *(since 1999)**:***	Vertical clearance @ 2500 West Cermak. Water main utility relocation @ Arthington, Washtenaw, Taylor, and Polk Streets. Signalization improvements at Taylor St. and California Ave.
Infrastructure Investment:	Approximately $5.5 million since 1999
Opportunity Sites:	Approximately 50 acres of vacant land

BOUNDARY DESCRIPTION

West Harrison Street; the west right-of-way line of the Union Pacific Railroad; West Polk Street; South Campbell Avenue; West Roosevelt Road; South Western Avenue; the north right-of-way line of the Union Pacific Railroad and running easterly to the point of intersection with South Damen Avenue; West 14th Street; South Wood Street; West 15th Street;South Paulina Street; the north right-of-way line of the Union Pacific Railroad; South Ashland Avenue; West 16th Street; South Damen Avenue; the southeasterly right-of-way line of the Burlington Northern Santa Fe Railroad; South Hoyne Avenue; a line 300 feet north of and parallel to West 18th Street; the alley next west of and parallel to South Hoyne Avenue; a line 251.15 feet north of West 18th Street; South Leavitt Street; West 18th Street; South Western Avenue; West 19th Street; the west right-of-way line of the. Burlington Northern Santa Fe Railroad; a line that is 123.50 feet north of West 21st Street; South Rockwell Street; the alley next north of and parallel to West Cullerton Street; South Washtenaw Avenue; West 15th Place; a line 372.65 feet east of and parallel to South Washtenaw Avenue; the alley next north of and parallel to West 15th Place; a line 333.66 feet east of f and parallel to South Washtenaw Avenue; West 15th Street; South Rockwell Street; West 13th Street; South Talman Avenue; West Roosevelt Road; South Fairfield Avenue; West Taylor Street ;South California Avenue; a line 53.12 feet north of West Arthington Street; the alley next east of and parallel to South California Avenue; the alley next south of and parallel to West Polk Street; South Washtenaw Avenue.